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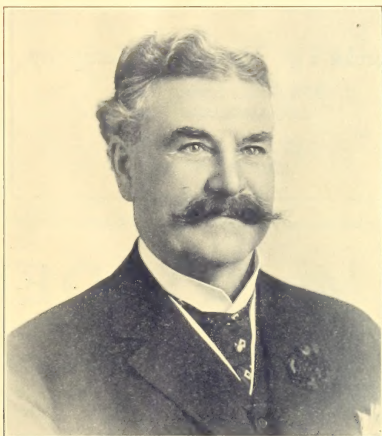
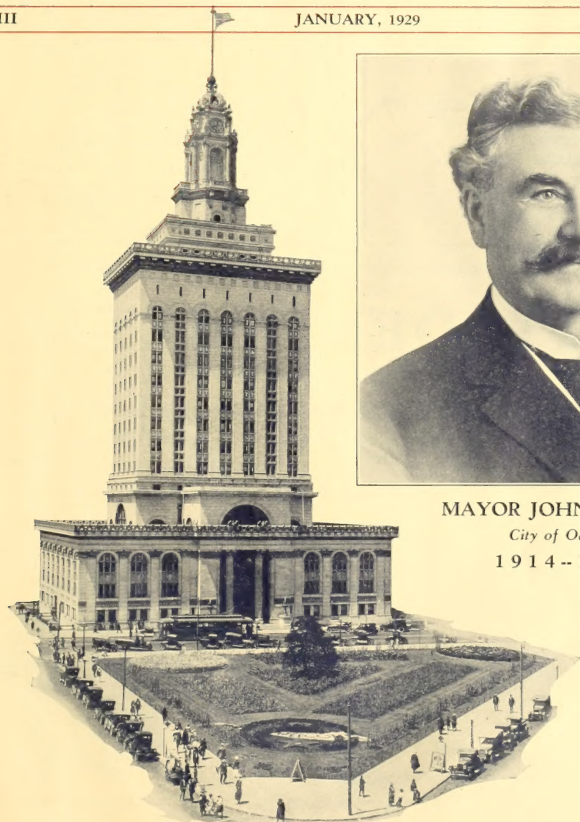


# Pacific Municipalities

Vol. XLIII

JANUARY, 1929

No. 1



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*City of Oakland*

1914-19--

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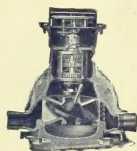
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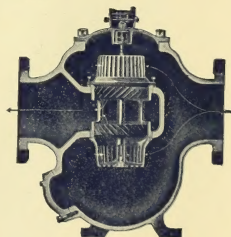
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Official Organ of the League of Oregon Cities

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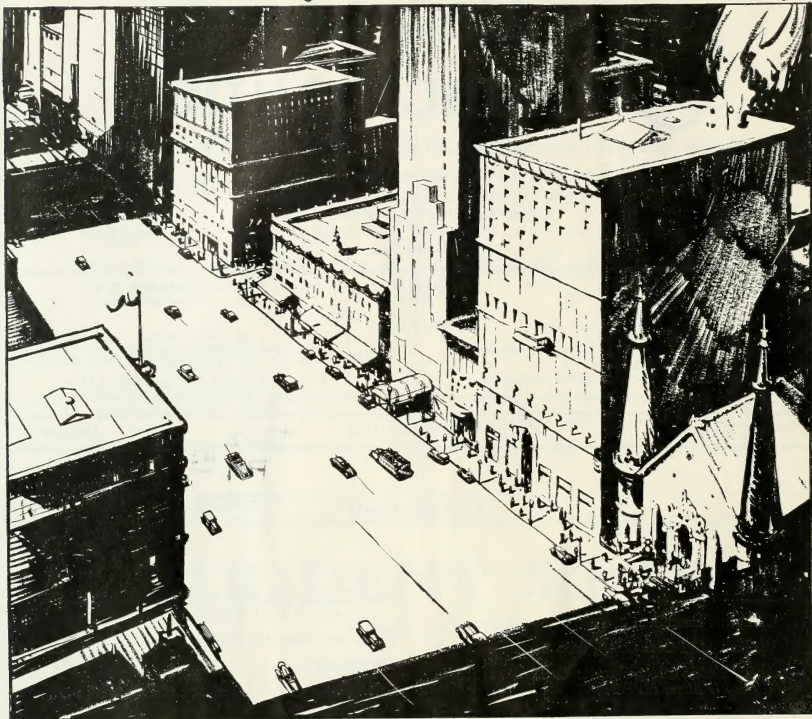
JANUARY, 1929

NUMBER 1

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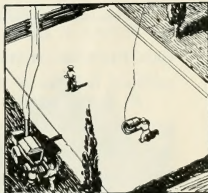
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# EDITORIAL PAGE

## *Oakland to Welcome You*

"OAKLAND is the most prosperous city in America!" So declared Mayor John L. Davis in his annual message recently submitted to the Oakland City Council.

The Thirty-first Annual Convention of the California League of Municipalities will be held in Oakland late this fall. Oakland was chosen for this year's convention because of the untiring efforts of that city's officials who so effectively convinced the delegates at the San Bernardino convention that the great city where water and rail meet was the ideal spot for such a gathering.

Oakland is one of the fastest growing cities in the United States. For some time past it has enjoyed an era of unprecedented prosperity.

Delegates to the Thirty-first Annual Convention of the California League of Municipalities will have an opportunity to view Oakland's modern civic improvements; her many public buildings; the Posey tube under the Oakland estuary—an engineering project that stands unequaled; the busy Oakland harbor; the Oakland airport, one of the finest equipped air terminals in America, and many other interesting civic features. Then, too, there will be visits for delegates and visitors to the surrounding territory—Alameda, with its incomparable Neptune Beach; Berkeley, with its historic University of California; Richmond, one of the most rapidly growing industrial centers in the nation and, lastly, San Francisco, that glorious city by the Golden Gate.

During the coming months it will be the purpose of PACIFIC MUNICIPALITIES to disseminate information concerning every phase of Oakland's municipal government, to the end that the number of delegates and visitors to the convention will be greatly increased.

Last year's meet at San Bernardino was the most memorable in the history of the League. PACIFIC MUNICIPALITIES is determined that the forthcoming convention, in point of attendance and interest, will eclipse last year.

\* \* \*

The photographic reproduction of Oakland's magnificent City Hall on the cover design of this month's PACIFIC MUNICIPALITIES was made possible by courtesy of Bray & Mulgrew, Oakland.

## *State-Aid Sewage Disposal Research*

THE special committee of the League of California Municipalities on statewide publicity for enlistment of support toward securing State aid for sewage and trade waste treatment, on December 24, mailed to every municipality and sanitary district in California a resolution, with the urgent request that the resolution or one similar, be adopted and forwarded to the Governor and others specified.

The resolution urged the California Legislature to appropriate a sum of not less than \$65,000 for the establishment and maintenance during the next biennium of the proper and necessary facilities for investigations and research in methods of sewage and waste disposal and treatment.

This is one of the most important matters to come before the Legislature and we sincerely urge every city council and sanitary district to take prompt action on the resolution if they have not already done so.

\* \* \*

## *Our New Dress*

IN GLANCING through this issue of PACIFIC MUNICIPALITIES our readers will note considerable change—one that will be pleasing, we hope. The pages have been enlarged in size and greatly increased in number; the columns, mostly, have been increased from two to three, with profuse illustrations.

We are dedicating ourselves to turn out, month after month, the kind of magazine that will appeal to our hundreds upon hundreds of readers throughout the Pacific Coast states. We hope to give you a magazine rich in interest and service. You are invited to contribute articles that will make for a bigger and better PACIFIC MUNICIPALITIES.

\* \* \*

PACIFIC COAST cities enter the New Year with most glorious prospects for every municipality from the Canadian border on the north to the Mexican border on the south. Hundreds of cities have made available appropriations of millions of dollars for more definite work on highways, waterworks, sewer systems and associated projects—appropriations for such civic improvements being greater than at any other period in Pacific Coast states' history. By and large, it is going to be a great year!

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*Commissioner Public Works*  
Fresno



BESSIE CHAMBERLAIN  
*City Clerk*  
Pasadena

## California Executives

A new feature of Pacific Municipalities, showing portraits of men and women who devote their efforts to the upbuilding of the Golden State.



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*City Clerk*  
Ventura



J. S. YANCY  
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Long Beach



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*City Clerk*  
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Berkeley



A. E. SUNDERLAND  
*Mayor*  
Fresno



CHAS. O. DUNBAR  
*City Manager*  
Santa Rosa



EMMETT A. TOMPKINS  
*City Attorney*  
Alhambra



KATHERYENE EISENHART  
*Policewoman*  
San Francisco



WILLIAM H. PARKER

*Commissioner of Streets*

CITY OF OAKLAND, CALIFORNIA

## William Henry Parker

ONE of Oakland's leading business men and prominent officials is William H. Parker, who conducts a successful real estate and insurance business, and is also rendering able service as city commissioner. He was born in Medford, Jackson County, Oregon, June 22, 1884, a son of William Henry and Fannie (Jones) Parker. The father, who was born in Fulton County, Illinois, July 18, 1845, is descended from English ancestors who came to America shortly after the arrival of the "Mayflower," and among whose posterity was numbered President Garfield. The mother was born in Dallas County, Iowa, March 2, 1851, and was also of English descent.

WILLIAM H. PARKER received his educational training in the public schools of Oregon, in which state he resided until 1900, and has since lived in Oakland. After leaving school he learned the trade of a harness and saddle maker, at which he worked for thirteen years, and then spent ten years in the cleaning and dyeing business. In 1923 Mr. Parker embarked in the general real estate and insurance business, to which he devoted his attention closely until January 3, 1928, when he was appointed undersheriff of Alameda County. He filled that position until July 1, 1928, when he assumed the office of commissioner of the city of Oakland, and was elected vice-president of the city council, for a while acting as mayor of Oakland.

ON MARCH 8, 1914, in the Protestant Episcopal Church in Oakland, Mr. Parker was united in marriage to Miss Anna Harley, who was born in Cornwall, Ontario, Canada, September 12, 1887, and educated in the public schools of Ontario and Ladies' College at Ottawa. She is a member of the Women's City Club,

the Order of the Eastern Star and the Order of the White Shrine of Jerusalem, being an officer in the two last-named organizations. She is a daughter of Samuel and Sarah (Grant) Harley, both of whom were born in Cornwall, Canada. Her paternal grandparents were natives of England, and her grandfather, Samuel Harley, was a general in the Canadian army. Her maternal grandparents were born in Scotland, and her mother was a relative of General U. S. Grant.

IN HIS political views, Mr. Parker is a republican and has always taken a deep interest in public affairs. He is a member of the Masonic fraternity, the Order of the Eastern Star, the Order of the White Shrine of Jerusalem, in which he is Watchman of the Shepherds; the Sciots, in which he has passed through the chairs; the Woodmen of the World, in which he has held all of the offices; the Modern Woodmen of America; the Knights of Pythias and the Loyal Order of Moose; and he also belongs to the Service Club, the Kiwanis Club, the Sciots Club and the Elks, Eagles and High Twelve. He and his wife are earnest members of the Methodist Episcopal Church. He has had considerable military experience, having served for seven years in the Fifth Regiment California National Guard, in which he attained the rank of first sergeant. He is greatly interested in all outdoor sports, being particularly fond of golfing, boating, fishing, hunting and horseback riding. He is a man of sterling qualities of character, sound judgment in practical affairs, open hearted and straightforward in manner, and cordial and unaffected in his social relations, so that throughout this city he commands not only public confidence, but also the sincere regard of all who have come in contact with him.

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# Major Traffic Street Plan for Oakland

By WILLIAM H. PARKER

Commissioner of Streets, City of Oakland

ON AUGUST 22, 1928, the Council of the city of Oakland adopted a Major Traffic Street Plan for the city. The studies and plan were made under the direction of a committee of 100 citizens, Harland Bartholomew and Associates, City Plan Engineers of St. Louis, undertook the plan. The plan makes provision for the future needs of the city as to width and arrangement of streets, estimates of probable costs, suggested methods of financing and the order in which the various projects should be undertaken. Among the major improvements thus far undertaken and completed are the following:

## Excelsior Boulevard Improvement

The first improvement now nearing completion under this plan is the widening and paving of Excelsior Avenue from Lakeshore Avenue to Park Boulevard. This is to be one of the main traffic arteries connecting the fast growing eastern section of the city with the business area. The present roadway is thirty-two feet wide and 2500 feet long, and is being widened to a fifty-four-foot roadway with thirteen-foot sidewalks. There was presented a problem of holding up a concrete highway on a steep hillside with sliding earth, injuring contiguous properties as little as possible.



The structure to support the sidewalk area and a nine-foot strip of roadway on the northern side of Excelsior Avenue between Haddon Road and Barbara Road, was con-

structed in the form of a through girder, reinforced concrete trestle, the superstructure being supported on three rows of reinforced concrete piles, each row consisting of nineteen piles. The structure was 254 feet long and twenty-three feet wide, and was constructed at a seven per cent grade and on a curve, the center line having a radius of 813 feet.

Three test piles were driven to determine the length of the other piles, so that they could be cast to the proper length. In order to save time the test piles were cast of Lumnite quick-setting cement. Portland cement was used in the remainder of the piles and for the balance of the structure. Reinforced concrete piles which ranged from thirty-two feet to forty feet in length were driven to refusal down through the fill and into the original clay soil.

The structure was designed to carry 20-ton truck loading on alternate spans. The thickness of the sidewalk slab was eight inches and of the roadway slab, nine inches. The curb, sidewalk and roadway faces of the deck structure were



Upper right: Thorn road underpass. Under: A view of Oakland's beautiful Excelsior Boulevard. Lower left: View showing reinforced concrete trestle, recently constructed.

shaped and finished to conform with adjacent work. A pipe guard railing was placed at the northern edge of the trestle (at the property line) which was from ten to twelve feet above the ground surface. The structure was cross-braced at a distance of ten feet below the deck and also anchored by tension rods encased in concrete to concrete "dead-men" poured in place in the southern side of the street. There were 1980 feet of reinforced piles used, 6820 cubic feet of concrete and

48,700 pounds of steel and the total cost was \$14,100.

#### Thorn Road Underpass

In the hill district, the entrance to many of the new subdivisions which are building up rapidly was blocked by a very narrow underpass at the crossing of Thorn Road and the Sacramento Short Line Railroad. The railroad was carried on a wooden trestle over which many trains operated daily, and this was replaced by a steel girder trestle without stopping trains or inter-

fering with automobile traffic. The bridge consists of two steel-plated girders sixty-five feet in length and six feet, six inches in height, spaced at eight-foot centers and supported at either end on reinforced concrete abutments, seventeen feet in height, and having base dimensions of eight feet by eighteen feet. Douglas fir ties having dimensions of eight inches by twelve inches and ten feet long spanned the tops of the steel girders and supporting rails. The city's portion of the cost of the work was approximately \$6,000.

## Glendale Completes Substation

CONSTRUCTION of the new Howard Street Substation of the Public Service Department was required to take care of the rapidly increasing light and power load. The feeder breakers in the old substation do not have sufficient rupturing capacity and the old substation site did not permit any further expansion, on account of insufficient room for the installation of large transformers, and safe clearance for 66,000-volt construction, the use of which is necessary due to excessive voltage drop in the 15,000-volt lines now supplying the substation.

The new Howard Street Substation is a reinforced concrete structure 123 feet, one inch long, forty-nine feet, four inches wide, and fifty-three feet, nine inches high, consisting of two floors and a basement.

The contract included also a reinforced concrete switch house, and a bus tunnel under the street in which are installed the bus bars that transmit the current, from the step-down transformers located across the street to the substation bus bars.

One thousand nine hundred twenty cubic yards of concrete and 120 tons of reinforcing steel were used in the construction of the

building, and 16,320 lineal feet of conduit from three-fourths-inch to five-inch was installed to house the wires used for lighting and for the control and metering of the electrical equipment.

The substation is located approximately three-fifths of a mile from the center of the principal business district and will serve that district and approximately eight square miles of surrounding territory. The outlying sections of the city will be served from automatic substations, to be supplied with energy from looped transmission lines, emanating from the new Howard Street Substation. Provision has been made in the new substation for controlling and metering those high-voltage lines.

In the basement of the building will be installed the street lighting equipment, and the feeder reactors, the latter being installed in individual concrete cells. Provision has been made for the future installation of synchronous condensers for power factor correction.

The operator's room, containing the meter board and bench board, is located at the front of the first floor. A twelve-inch reinforced concrete wall separates the operator's room from the regulator room, where

the induction voltage regulators, feeder breakers, selector switches, main and transfer busses are installed. Each breaker is installed in a reinforced concrete cell, equipped with explosion doors.

The peak load on the present substation is approximately 7500 kilowatts, including street lighting load, and equipment is now being installed in the new substation, having a capacity of 12,000 kilowatts, exclusive of street lighting load. The ultimate full load capacity of the substation is approximately 36,000 kilowatts, exclusive of street lighting load.

The front twenty feet of the second floor contains the battery room, the air compressor and motor-generator room, and a work room. The remainder of the second floor will be utilized for meter testing and repairing and for storage purposes.

A hydro-electric elevator having a capacity of 10,000 pounds is installed in the rear of the building.

The contract price of the building, switch house and bus tunnel was \$94,450, and the total cost of the project with all electrical equipment installed will be approximately \$225,000.

H. F. Jones of Pasadena was the general contractor. The ornamentation of the building was designed by Frederick L. Roehrig, architect. All plans were prepared by the Division of Engineering of the Public Service Department. The entire project was under the supervision of P. Diederich, Superintendent of Plant and Production.

The Visalia Airport has been taken over by Highway Communities, Inc., which plans a chain of highway and airport development projects from San Diego to Blaine, Washington.

The annual report of C. E. Toyee, city building inspector, shows that nearly \$400,000 was expended in Chico for building last year.



# L. A. Police Commended for Marksmanship

By JAMES E. DAVIS, Chief of Police, Los Angeles

THE Los Angeles Police Department takes pride in a letter recently received by its Chief from Washington, D. C. The Honorable Secretary of War wrote:

"I am glad to know that your force is finding the benefits which the War Department, in instituting and promoting the National matches, hoped would result from participation in them, viz., the stimulation of marksmanship throughout the various elements of the forces depended upon for National defense and for preservation of law and order.

"The high standard of proficiency attained by the Department of Police of the city of Los Angeles in the use of the revolver and pistol is well attested by the results secured by the pistol team of your department in attendance at the National matches, 1928."

Reference is to the showing made by the Los Angeles Police pistol team at the National Rifle Association meet at Camp Perry, Ohio, last September. Los Angeles sent back to that meet six of her best police shots, captained by Chief of Police James E. Davis.

The Los Angeles team (four men shooting) won first place in the Police Pistol Team match. The four high team scores were:

Los Angeles .....	1061
Portland .....	1059
Detroit .....	1059
New York .....	1032

The individual scores making the Los Angeles team score were:

Chief James E. Davis .....	270
Officer C. E. Ward .....	269
Officer R. J. Nowka .....	265
Detective Lieutenant J. A. Bartley .....	257

The Los Angeles men shot again in the National Rifle Association Pistol Team match, open to all civilian and service teams, placing third, the high scores being:



Oregon State Rifle As- sociation .....	1288
United States Marine Corps .....	1247
Los Angeles Police .....	1296

Still in good shape, the Los Angeles shooters went into the National Pistol Team match, in which the arm used is the .45 automatic, the regulation arm of the service men, but rarely used by Los Angeles police officers. In this match they placed fourth, being bested only by the United States Marines, Cavalry and the Infantry.

This fine record of achievement in national competition is the natural result of the careful training in marksmanship, which is emphasized in the Los Angeles Police Department. The police executives are intelligently aware that under modern crime conditions in the United States lives and property frequently are menaced by criminals who carry deadly weapons. They recognize that at any moment any police officer may be called upon to spring to the defense of the life or property of a citizen threatened by an armed outlaw. The life of that citizen may depend upon the officer's ability to use with speed and accuracy the arm that he carries.

At the very time that the Los Angeles Police Pistol team was shooting its way to fame at Camp Perry two of its brother officers bravely were demonstrating the practical value of training in marksmanship. Shortly before 9 a. m., on August 29, two bandits held up a jewelry store in the heart of the downtown district and fled through the crowded street, brandishing automatics and threatening citizens as they ran. Two detectives happened to be passing. With cool heads and quick and accurate gun-arms, they got their men, and no innocent bystanders were injured.

Recognizing their responsibilities as defenders of innocent and law-abiding citizens, the Los Angeles Police have set up for themselves certain requirements in marksmanship. Every officer, from the top to the bottom of the rank, must qualify under official scoring every month. He must practice until he can make at least the required minimum score. To all officers who qualify as marksmen, sharpshooters and experts, a monthly bonus on a graduated basis is paid.

Marksmanship training headquarters is maintained at the Police Pistol range in Elysian Park. The site was donated by the Park Department and is kept up by the Police Department. Picnic grounds for the officers' families, with playgrounds for the children, are a part of the range, so that the officer father's pistol practice becomes an occasion for a family picnic. The range is recognized by visiting officials as one of the finest ranges in the country. A corps of competent instructors at all times is maintained, so that instruction of a high order is available for new men or for any man sincerely seeking to improve his shooting.

In addition to the centrally located range, ten outlying Police Divisions have their own ranges



*Los Angeles Pistol Team, Police Champions, National Matches, Camp Perry, Ohio, 1928. Kneeling with trophy won, Chief James E. Davis. Standing, left to right: Officers R. J. Nowka and C. E. Ward, and Detective Lieutenant, J. A. Bartley.*

easily accessible to their men for practice and for monthly qualification shooting. Many of these ranges have been supplied and equipped through the splendid interest and cooperation of citizens cognizant of the value of such training.

The City of Los Angeles, all law-abiding residents, and all visitors, derive immeasurably, although intangible, benefits from that atten-

tion to the proper and effective use of weapons by the police.

The most common type of "bandit" is not a brave human, nor is he usually a good marksman. He does exhibit a certain slinking bravado when he thinks his victim and the police are equally unskilled in the use of firearms. He would avoid places where the police are known to be "dead shots," where they are encouraged to use their weapons and to take no chances with armed criminals. Publicity given to the marksmanship proficiency of the Los Angeles police probably is one of the contributing factors in the declining robbery rate in that city—less robberies in November, 1928, than in any November since 1920. The same decrease is recorded in burglaries. Both are types of crime committed by the professional criminal. Always he has his eye on the

rich pickings offered by Los Angeles' well-advertised prosperity. He drifts in with all the other winter visitors if police efficiency and police vigilance do not warn him away. And he is better advised as to the state of police efficiency than is the average citizen for whose benefit such vigilance is maintained.

## Civic Improvement at Morro Bay

MORRO BAY with its environs is fast becoming one of the most highly developed unincorporated sections of the state in civic improvements. The town of Morro Bay has about 500 inhabitants, but has an excellent water system, installed two years ago; is now building a modern, sanitary sewer system; has a very satisfactory street lighting system; concrete curbs and gutters and rocked streets and a program for this year calling for pavements. Morro Beach, adjoining Morro Bay on the north, has a complete set of improvements, costing \$600,000, installed last year with C. C. Kennedy of San Francisco as engineer. Morro Bay Vista on the east, is being improved with a modern water system and rocked streets, with a sewer system planned for the near future. Ocean Heights and Morro del Mar, to the north, have started legal proceedings lead-

ing to the installation of sewer and water systems.

All of the above sewer and water systems have been and are separate and distinct projects, in no way related one to the other. Although each in itself is at present satisfactory, this is not a sound method of solving the problem. Especially is this the case with the sanitary problem. The State Board of Health has expressed itself quite definitely on the matter; it will not permit sewage disposal to be of local concern only, any longer. The Board insists that some plan be worked out that permanently will take care of all the present systems, as well as any that may be built in the future, in such a way that will safeguard the health of the people and will not endanger the fishing industry, a very important one to the community.

There is only one scheme that satisfactorily will meet these requirements, viz., an outfall effluent line to deep water west of Morro Rock outside the entrance to the bay.

With this in mind, Mr. Kennedy designed the system for Morro Beach in such a way that it may in the future be extended in that direction. N. H. Nelson has done the same thing with the Morro Bay system and is being done by him with the one he is designing for Ocean Heights. The outfall line of the Morro Bay system is constructed to empty into the tidal channel of Morro Bay at such a point that it may be picked up and extended to Morro Rock at a comparatively small expense. The Ocean Heights line will end at approximately the same point.

# California to Eliminate Hazardous Crossings

By B. B. MEEK

*Director of the State Department of Public Works, State of California*

THE importance of the early removal of railroad grade crossings on the California highway system is fully realized by those who are now in charge of and responsible for the administration of our State roads. In fact one of the first matters discussed between Governor Young and the writer, after the latter had assumed the office of director of the State Department of Public Works, had to do with the development of some systematic plan that would expedite the removal of such grade crossings.

The first step in the solution of any problem is to know with some exactness what the problem is. In the solution of the grade crossing problem in California the first thing needed was to piece together a complete picture of this situation as it exists upon the State highway system, a picture that would show both the number of crossings, whether on main branch or spur railroad tracks, and also the relative danger they present to travel.

This study revealed that there are 368 grade crossings on the State highway system, not including crossings on the program for elimination in 1928. These may be classified as follows:

Main highway and two or more railroad tracks—20 crossings.

Main highway and important single railroad track—63 crossings.

Main or lateral highway and single railroad track, moderate traffic—47 crossings.



B. B. MEEK

Main or lateral highway and unimportant single track railroad line—126 crossings.

Main or lateral highway and spur or switch railroad track—112 crossings.

That picture gives a more or less comprehensive view of the subject, although traffic studies are still in progress to determine with more exactness the relative danger to traffic of the various crossings. The problem, however, is sufficiently defined to make possible the formation of a definite program for its solution.

An additional difficulty, which eventually may prove itself of benefit, is the fact that no comprehensive

plan of the elimination of grade crossings has been developed in the past. Nor has there been any definition or acceptance of general principles as between the railroads and the State, that would facilitate negotiations for the removal of crossings. Each grade crossing elimination considered has been the subject of individual negotiation. This statement is not intended in any way as a reflection upon the administration of those previously in charge of State highway policies. When there was little traffic upon State highways, the grade crossing presented a relatively small danger. But traffic developed so rapidly that almost overnight a minimum menace became a major peril.

Possibly in view of the more definite information now available concerning traffic trends and volume it is just as well that the solution of the problem be undertaken unhampered by precedents and principles, made and defined when information was less comprehensive and the problem less important.

The outstanding features of the policy of the present administration as to grade crossings may be summarized as follows:

1. The provision for overhead crossings or underpasses on all new State highways built from now on, thus eliminating for all time the grade crossing question from the uncompleted portion of the State highway system.

2. The substitution of overhead crossings and underpasses for grade crossings upon the older highways as fast as this work can be carried on efficiently and economically, the priority of such eliminations being determined by the relative danger to traffic of particular crossings. To this general statement there should be a proviso added that the volume of this work with which any of the highway districts can be "loaded up" is limited by the amount of other necessary work on hand. Accordingly geographical distribution of the work becomes one of the factors in any grade crossing removal program.

3. A careful study of the State highway system to determine where crossings can be eliminated by the



*View of the new Del Mar overhead crossing of the Santa Fe tracks*

relocation of sections of highway. Present studies indicate that 25 per cent of the grade crossings on the State highway system can be eliminated in this manner.

4. The development between the State highway authorities and the railroads of some general plan by which the priority of projects and the division of costs can be determined without undue loss of time in negotiations.

5. The use of present revenues to defray the State's share of the cost of railroad crossing structures, thus avoiding the necessity of burdening taxpayers with additional levies for such work.

It may be of interest to know just what progress has been made under the above program.

The reorganization of the State Government was put into effect by Governor Young on July 29, 1927. The administration of the California highway system was delegated to the Division of Highways, which in its turn was made a part of the State Department of Public Works.

Since that date five projects then under way involving grade crossing separations have been completed through the construction of subways. The list of these five projects follows:

San Mateo County—South San Francisco Subway.

Sacramento County—Ben Ali Subway.

San Joaquin County—Mossdale Subway.

Orange County—Two Serra Subways.

The cost of the projects was approximately \$560,000, of which the State's share was \$380,000.

Since August 1, 1927, grade crossing elimination projects accom-

plished by highway line changes have been undertaken as follows:

Humboldt County—Loleta to Fernbridge, completed.

Fresno-Madera Counties—Two grade crossings will be eliminated by construction of new bridge over San Joaquin River and line change. Work now under way.

Since August 1, 1927, contracts have been awarded and the work completed on the following grade separation structures:

Placer County—Two Applegate Subways.

Orange County—Gallivan overhead.

These structures cost approximately \$130,000, of which the State's share was about \$80,000.

The following grade separation structures have been placed under contract since August 1, 1927, but are not yet completed:

Sacramento County—Brighton Subway.

Placer County—Magra Overhead; Weimar Overhead.

Placer County—Two Bowman Overheads.

Santa Clara County—Sargent Overhead.

Los Angeles County—Saugus Overhead.

Imperial County—Araz Subway.

Orange County—Irvine Overhead.

Santa Barbara County—Rincon Overhead.

The total cost of these projects now under way will be about \$540,000, of which the State's share will be approximately \$320,000.

In a progress report issued in November, dealing with the subject, the present status of additional projects, scheduled for early construction and involving a total esti-

mate expenditure of \$1,500,000, was given. The list follows:

Monterey County—Spence Crossing. Plans about complete and will be advertised as soon as the Southern Pacific Company approves plans and right of possession is secured.

San Bernardino County—P. E. subway at Upland. This crossing is to be built by the railroad. Plans have been completed and submitted to the Division of Highways for its approval. The railroad should be in a position to advertise next month.

Riverside County—Wineville. Plans and specifications complete and conference held to consider objections of certain property owners. Alternate estimates for subway satisfactory to local interests being prepared for early conference to settle type of structure.

Marin County—Alto. Plans complete and can advertise as soon as agreement is reached with railroad, the completion of which agreement will probably take two months.

Yolo County—Mullen. Working on plans and making estimate on alternate line. After this is decided, it remains to consider the project with the railroad. Estimated these negotiations will take three months.

San Bernardino County—Barstow. Now actively discussing final line with railroad. Line should be agreed upon shortly and plans completed and work advertised.

Madera County—Califa Crossing. Site data secured and plans started. Estimated work will be advertised about March 15.

Lassen County—Doyle Crossing. Will be advertised about the first of March, so that construction can start as soon as weather conditions in this locality permit.

Humboldt County—Arcata Crossing. Final survey in progress; should be able to advertise on schedule next April.

Imperial County—Coyote Wells. Plans complete; railroad has refused to participate; State to make applications to Railroad Commission for necessary order.

Governor Young, and the Department of Public Works most earnestly desires, and the public should be able to expect, that this work will move forward with accelerated speed as precedents are established and principles are agreed upon between the State and railroads or determined by the State Railroad Commission, the courts or by the legislature. I believe that it is reasonable to expect that all dangerous railroad grade crossings upon the State highway system will be eliminated in a few years.



Another view of the new Del Mar overhead crossing of the Santa Fe tracks

# Directors to Choose Construction Engineer

**DIRECTORS** of the Shoreline Highway and officials of the Redwood Empire Association were joint guests at a luncheon at the Occidental Hotel, Santa Rosa, January 4. The luncheon followed a special meeting that had been called to select an engineer, who will be in charge of the construction of a proposed highway along the coast of five north bay counties as a link in the seashore route from Canada to the Mexican line. Selection of the engineer was postponed owing to illness of Fred Lowell, Sonoma County's director on the board.

In the Redwood Empire conference, attended by nearly 100 civic leaders, state officials and others, no action was taken on any of the several road projects discussed, except that the association endorsed by resolution the study of the proposed relocation of the Cloverdale-Hopland link of the Redwood Highway, as outlined by B. B. Meek, state director of public works.

In his talk the director of public works called on boards of supervisors to assist the state in opening scenic routes by preserving the natural beauty along the highways.

"What use is it for the state to spend millions on scenic roads if you allow the scenery to be marred by unsightly hot dog stands?" he asked. He told of the plans of the state to acquire 100-foot rights of way whenever possible to be prepared for necessary expansion of roads with the increase in traffic.

Meek asserted that by the next biennium the reconstruction and relocation of the Redwood Highway between Santa Rosa and Sausalito will be practically completed.

Frank P. Doyle, Santa Rosa



**SUPERVISOR FRED SUHR** of San Francisco, president of the Five Counties Highway District, was one of the most enthusiastic officials in attendance at the meeting of the Shoreline Highway and Redwood Empire Association members at their luncheon meeting at the Occidental Hotel, Santa Rosa, on January 4. Supervisor Suhr was chosen president of the Five Counties Highway District at an organization meeting held at the Hotel Whitcomb, San Francisco, last November 19. His selection as head of the organization met with spontaneous approval by the various supervisors interested.

banker, presented to the gathering the A. C. McKinley plan for a joint highway district to cut a road across the ridge between Rincon and Napa valleys, saving twenty miles of the distance between the Pacific Highway, in Sacramento Valley, and the Redwood and Shoreline highways in the coast section. No action was taken on the plan, but most of

the hearers were impressed with the proposal, some declaring it one of the most forward-looking highway projects affecting that region that the association has yet heard.

It is expected that the proposal may be made the subject of a special meeting later, but the session, as explained by Frederick H. Meyer of the Board of Works of San Francisco, was called only as a clearing house for Redwood Empire highway proposals.

Supervisor Fred Suhr of San Francisco is president of the joint highway district of the five counties. He took an active part in the Santa Rosa meeting.

The fifty-sixth meeting of the National Conference of Social Work will take place in San Francisco, June 26 to July 3, under the leadership of Porter R. Lee, the president, who is director of the New York School of Social Work.

Dr. Charles H. Halliday, who has served as epidemiologist of the State Department of Public Health for the past four years, has left the employ of the state, his resignation having become effective January 7, 1929.

A five per cent decrease in fire insurance rates has been granted Eureka, according to word received by Mayor Arthur Way of that city from Joseph Thomas, secretary of the board of fire underwriters of the Pacific Coast.

The City Council of Williams has named John Beshore Chief of Police. He succeeded C. M. Harlan, who entered business at Colusa.



Shoreline Highway, Redwood Empire Association officials at Luncheon Meeting, at Occidental Hotel, Santa Rosa



## South Fork Union High School

THE South Fork Union High School being erected on the Redwood Highway on a beautiful setting among the redwoods, to anyone traveling the highway, as one passes, it will be a surprise to see such a complete, modern and fully equipped high school building, constructed of local materials.

The building was designed by W. H. Weeks, noted school architect of San Francisco. Fred J. Maurer & Son, Inc., of Eureka are the contractors erecting the building; at this time nearly half completed.

An enterprising School District voted \$90,000 for the entire plant, including property, building and equipment.

The design of the building is classical. The central front portion is two stories and lends an atmosphere of strength and stateliness that only can be attained in classical style.

In appointment the building will contain the usual class rooms; a bookkeeping and typing department, (two rooms); physics and chemistry laboratories; domestic science department consisting of a large cooking room, a sewing room, and also a cafeteria service. There will be a library for reference work and study.

At one end of the building there will be a large shop for auto mechanics, woodworking and other similar mechanical work. Each department is completely equipped. The wall cases and lockers are all built in, and students' tables in the laboratories are also built in. They are of the latest type and embody the latest ideas as to arrangement, etc.

In fact the entire building is an outstanding example of careful design and construction along the most efficient and economical lines.

As one enters the building from

the front, going up a few broad steps onto a porch, one enters the building into a spacious entrance lobby, on one side of which is the principal's business office and private office. On the other side is the teachers and girl students' rest room.

In the rear of the entrance lobby across the main corridor, running lengthwise of the building, is a combination auditorium and gymnasium so arranged as to have a balcony effect along each side under which is located the shower and dressing rooms, the boys' being on the left hand side and the girls' on the right. The size of the main room is large enough for standard basketball games. At the rear of the room is a large and fully equipped stage with footlights, border lights, stage panelboards, drop curtain, etc. In the front of the room, over the cor-

ridor, is a projection room for moving picture machines, projecting pictures on a drop curtain on the stage.

The building will be heated with a hot air plenum heating system equipped with a large fan so that the air is completely changed in each room six times an hour. The building will be equipped with a "Kohler" electric lighting plant of its own.

The water supply will be from a spring far back in the hills. The supply line will bring this wonderfully clear, pure water to a concrete storage tank to be located among the redwood trees on a hill in the rear of the school property.

From this word picture, can anyone imagine a more delightful, a more healthy, or a more inspiring place to teach the younger generation.

## NORTHERN SECTION CALIFORNIA CITY MANAGERS MEET IN BERKELEY

The semi-monthly meeting of the Northern Section of the Association of California City Managers was held in Berkeley, January 5. In attendance were: City Manager H. K. Brainerd, San Rafael, President of the Northern Section; City Manager H. A. Kluegel, Sacramento; City Manager O. F. Weissgerber, San Mateo; City Manager W. A. Richmond, San Leandro; City Manager Clifton Hickok, Alameda, and J. H. Jamison, Secretary. Owing to illness, John N. Edy, City Manager, Berkeley, was unable to attend. Several problems were discussed, including personnel employment and management, expenditures of city money for welfare work, and the use

of automatic street sweepers. The group lunched at Hotel Durant. The next meeting is scheduled for 10 a. m., Saturday, March 2, in the City Hall, Berkeley.

### Metropolitan Pittsburgh

The constitutional amendment submitted to the voters of Pennsylvania on November 6, permitting Pittsburgh and Allegheny County to establish a borough plan of government for the metropolitan district, including more than a dozen cities, was approved by the small margin of 16,191 votes. State legislation will now be required to make it effective.

# City of San Diego's Big Sewer Projects

By H. W. JORGENSEN  
City Engineer, City of San Diego

THE Bureau of Engineering, headed by H. W. Jorgensen, City Engineer of the Department of Operation, under direction of F. M. Lockwood, City Manager, is charged with the design and construction of the sewer system of the City of San Diego.

Due to the rapid growth of the city, which has increased from a population of 69,000 in 1920, to 166,000 as of December 1, 1928, the building up and development of the residential sections has demanded adequate sewer systems to serve all of this new territory.

Among the principal sewer projects which have been designed and constructed within the last few years are what are known as Mission Hills-Old Town system, the Pacific Beach system and the South-eastern sewer system. The Point Loma system has been designed and is now ready for bids. There also is in process of design a large system that will serve not only a portion of the city but also the suburban centers to the east of the San Diego city limits.

The Mission Hills-Old Town system serves all the territory west of Maryland street, north of Sunset Boulevard to the rim of Mission Valley (San Diego River), the original site of San Diego, now known as Old Town or North San Diego, which heretofore was without sewage facilities, although being the

oldest settled portion of the city. The maximum elevation of the easterly end of the system is about 400 feet above sea level, while the elevation of Old Town is about at sea level. The system contains 98,281 lineal feet of concrete sewer pipe, ranging from six to sixteen-inch, the six-inch being approximately 50 per cent of the total. It is outletted into San Diego Bay through the United States Marine Base.

The system was constructed by the Hazard Contracting Company in about eight months. The total contract cost was \$174,800, to which was added for incidental expenses: Engineering, \$12,800; inspection, \$5,200; printing and clerical work, \$2,200, making a total of \$20,200, which, added to the contract cost, makes a total cost to the property benefited of \$195,000, the average cost per foot being \$1.78.

That portion of the system on the rim of the Mission Valley being very broken, required rights of way down the various arroyos and canyons. A satisfactory grade on all lines was secured, except that portion in the very flat sections of Old Town, where the maximum that could be secured was one-tenth of one per cent, where a sixteen-inch pipe was used. It is, however, amply provided with manholes that can be used for necessary flushing.

The Pacific Beach sewer system serves the whole of what is known

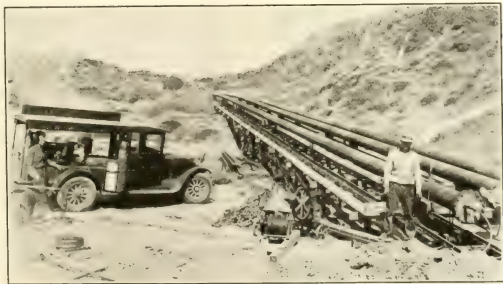
as the Pacific Beach section of the city, which lies north of the San Diego River and serves a territory of about 1800 acres in extent (calculated to have a population of 40,000 in the future), with an ultimate average flow of 2,000,000 gallons a day, equal to 1400 gallons per minute, with peak flow of 2800 gallons per minute. A large portion of the 1800 acres lies at an elevation of about twenty to fifty feet above sea



Section of twelve-inch Pacific Beach Sewer, under test

level, while some portions at the south end are at about sea level. This necessitated a very intensive study of the entire project. The first designs called for one pumping plant at the lower or south end with an outfall into the sea at Mission Beach. Mission Beach, however, being one of the principal bathing and recreation resorts of San Diego, entered strenuous objections to sewage disposal at that point. Finally it was decided to install a large tank and pumping plant at the lowest point of the system, at the south end of the territory served, and from that point pump the sewage to a settling tank a mile to the north and outlet into the Pacific Ocean at the west end of Loring street.

The outfall into the Pacific Ocean consists of 1400 feet of twelve-inch wrought iron pipe, covered with burlap and inside and outside coated with bitumastic, with screwed couplings welded. It was screwed and welded together in sections on a cradle on the beach, the sections then screwed and welded together,



Outfall Line, Pacific Beach Sewer System for City of San Diego, California, Frank Doran, Contractor

and the whole towed into the ocean. The outer end is in twenty-five feet of water at low tide, and it is confidently expected that, due to the course of the currents at that point, it will not cause anything objectionable at any of the beaches.

The system consist of 195,840 lineal feet of concrete sewer pipe, ranging in size from six-inch to fourteen-inch, the six-inch size comprising 66 per cent of the total. The system was built by Frank Doran, an experienced sewer contractor of San Diego. As the system has not been entirely completed and turned over to the city for operation, no estimate has been made as to the incidental expenses.

The total length of 195,840 feet serving about 1800 acres, gives as an average 108 lineal feet per acre served, which, considering the extra mile of pressure pumping line found to be necessary, is thought to be a very economical installation. The total contract price of \$285,170, divided by the total length of 195,840 feet, gives as the average cost per foot \$1.45.

The Southeastern sewer system, as its name indicates, is in the southeastern section of the city adjoining National City. A large part of the terrain is also low-lying, being only a few feet above sea level. To get an outlet to the sea also entailed about two miles of trunk line. Grades in a majority of sewers are of satisfactory size, but in some cases are as low as four-tenths of one per cent.

The system serves about 5200



*Twelve-inch Ocean Outfall Pacific Sewer*

lots, the total area being about 600 acres. There is a total of 96,000 feet, including the trunk lines, ranging in size from six-inch to sixteen-inch, all concrete pipe, the six-inch constituting 74 per cent of the total. The total contract price was \$142,000, with incidental expenses of engineering, \$4,950; inspection, \$4,630; printing and advertising, \$1,395, making total incidentals \$10,975, which is 7.7 per cent of the contract cost, the engineering cost alone being 3½ per cent. The average cost per foot is \$1.48.

The Point Loma system, designs of which have just been completed, and on which bids will be received early in 1929, will serve a territory bounded by Browning street on the north, Santa Barbara avenue on the

west, Canyon street on the south, and by San Diego bay on the east. This area contains about 1200 acres. There will be about 100,000 feet of sewers, from six-inch to sixteen-inch concrete pipe, of which the six-inch will comprise 68 per cent of the total. The outfall will be into the Bay of San Diego at Carleton and Shafter streets, consisting of 1000 feet of ten-inch wrought iron pipe with welded joints, its outer end being in deep water where the tides have a strong flow past the jetties into deep waters of the Pacific Ocean.

The estimated cost of the system is \$162,000, or at the rate of \$1.62 per foot.

There are at present being prepared plans for an extensive system in the eastern section of the city, together with a portion of the county adjoining. This system will serve a rapidly growing suburban territory of about 3000 acres, and it is proposed to outlet it into the Bay of San Diego at about Twenty-eighth street.

The City of San Diego is growing at a rapid pace and in the not distant future it probably will be necessary to gather together all of the sewage originating in this territory, and instead of dumping the same into the bay, to take it, by a large intercepting system, out to Point Loma, with an outlet into the deep waters of the Pacific Ocean. The design will take considerable time and study. It is expected that a start will be made in the early part of 1929 on the study of this vast project.

## Los Angeles' Bridge and Tunnel Program

By JOHN C. SHAW

*City Engineer, City of Los Angeles*

SEVERAL of the major structures included in the extensive construction program now under way in Los Angeles will be completed or will be under construction during 1929.

The First Street viaduct, which opened to traffic during the closing days of 1928, will be completed in February, some of the ornamental work being incomplete at this time. The total cost of the project is \$1,400,000.

Perhaps the most beautiful and notable of the bridges constructed during the last year and to be completed in 1929 is the Glendale Boulevard-Hyperion Avenue viaduct. This graceful arch structure provides a connection from Glendale Boulevard east of the river to Hyperion Avenue on the heights west of Riv-



erside Drive and also carries Glendale Boulevard across the river on separate roadways each side of the Hyperion branch. It represents an investment of \$1,600,000, and upon completion of the approach roadways will be dedicated as a Victory Memorial commemorative of the service of the World War veterans. The Hyperion branch provides an unobstructed traffic lane more than one-half mile in length and includes three highways and one railway grade separation. The junction of the two boulevards is such that there is no necessity of the traffic from either boulevard crossing each other.

Plans are being completed for the Fourth Street viaduct across the Los Angeles River and construction will be under way during the spring of 1929. That viaduct will take



Upper left: Glendale Hyperion viaduct. Upper right: East First Street viaduct, track depression. Lower left: Glendale Hyperion viaduct in course of construction. Lower right: Fourth and Lorena Streets bridge—building north sidewalk.

its place as the largest and longest bridge in the city at the time of its construction. It will measure 2740 feet from end to end, and in addition has a connection 450 feet long from the viaduct to Mateo street. Like the other river bridges, it will have a roadway of fifty-six feet and two six-foot sidewalks. A single arch, having a clear span of 254 feet, which will be the largest reinforced concrete arch in the West, will carry the viaduct across the river.

Still longer and larger, however, is the viaduct being planned to carry Sixth Street from the west side of the river to a connection with Whittier Boulevard. The structure will have a total length of 3600 feet, the widths being the same as at Fourth Street. The construction will involve some long and unusual concrete girder spans and the bridge will be of unusual height across the river and adjoining low lands in order to clear existing and proposed railroad structures and to join the bluff west of Boyle Avenue. It is anticipated that construction will be started on the viaduct during 1929.

A grade separation structure is under construction at Myra Avenue and Sunset Boulevard involving an

expenditure of \$140,000. Preliminaries are about completed for a grade separation at La Cienega Boulevard and the Pacific Electric Railway's Venice "Short Line." There are several other grade separations contemplated for which negotiations are under way.

One of the large highway projects is that of the extension of Sepulveda Boulevard through the Santa Monica Mountains from Wilshire Boulevard to Ventura Boulevard. This involves the construction of a tunnel under Mulholland Drive, having a length of 655 feet from portal to portal, an inside width of forty-two feet divided into a four-foot sidewalk, 36½-foot roadway and guard curbs. The tunnel is estimated to cost \$390,000. Plans and specifications for the work are nearing completion.

Plans also are being drawn for three tunnels in the proposed extension of Figueroa Street through the Elysian Park hills. The tunnels will be single bore, having total width of forty-seven feet with forty-foot roadways and five-foot sidewalk, total length of tunnels, 1168 feet. It is planned to construct the tunnels in advance of the completion of the opening and widening of Figueroa

Street, as the tunnels, together with the roadway improvements from Solano Avenue to Riverside Drive, will provide an important artery for the relief of North Broadway.

A number of smaller projects are also under way or authorized for construction.

#### AIRPLANE VS. OVERLAND MAIL

The first definite attempt to establish overland mail routes between St. Louis (then the end of the railroad) and San Francisco was in 1858. Mail coaches started simultaneously from both cities on a twenty-five-day schedule for the trip. When the one arrived in St. Louis, amid great excitement, Mr. Butterfield, the contractor, wired President Buchanan:

"The Overland mail arrived today at St. Louis from San Francisco in twenty-three days and four hours. The stage brought six passengers."

President Buchanan replied:

"I cordially congratulate you upon the result. It is a glorious triumph for civilization and the union."

The airplane can now make the trip with more passengers from Cleveland to San Francisco in twenty-three hours.

# San Bernardino's Sewage Scientifically Treated

By F. S. CURRIE

*Currie Engineering Company, City of San Bernardino*

IN JULY, 1927, the Currie Engineering Company was employed by the city of San Bernardino to make a careful study of existing conditions and submit a report as to the most advisable and economical method for the collection and disposal of the city's sewage.

The character of the sewage is that of an average domestic sewage. No industrial wastes in large amounts of concentrations were found. Due to the building up of the surrounding territories, broad irrigation on a sewage farm was out of the question and it was readily seen that complete treatment would have to be resorted to.

Four separate sites were studied for the location of the treatment plant. One, on the present sewer farm approximately three miles south of the city limits, was abandoned because of a treacherous crossing of the Santa Ana River and the unwarranted expense of a long outfall sewer. Two other sites immediately south of the present city limits were rejected because of insufficient isolation. The site decided upon is approximately one and one-fourth miles south of the city and about 700 feet west of the San Bernardino-Redlands State Highway. That site is located in the low, swampy flood plain of Warm Creek. There is about fifty feet of fall between the southerly city limits and the surface of the water in Warm Creek adjacent to the plant site.

Studies made of the present and possible future populations of San Bernardino warranted the construction of a plant capable of treating the sewage of a city of 60,000 people. That population is based on an average sewage flow of sixty gallons per capita plus considerable infiltration due to the old, leaky sewers. A high ground water elevation within the city necessitated a plant capable of handling a future average flow of 4,500,000 gallons per day with a future maximum hourly flow at the rate of 7,000,000 gallons per day.

In general, two methods of sewage treatment were considered; namely, the Activated Sludge process and the Trickling Filter process. Imhoff tanks and trickling filters finally were decided upon because of the

comparatively high operating costs of the activated sludge process and the low tax rate allowable under the City Charter.

Although there was sufficient fall between the city limits and the outlet of the proposed plant for the construction and operation of trickling filters, the topography was such that, in order to obtain the eighteen or twenty feet of fall required in the plant, it was necessary either to construct a trestle about fifteen feet long and nearly twenty feet high or to resort to the use of inverted siphons. On account of the possibility of the trestle's being washed out and of the greater cost of building a trestle, it was decided to design an inverted siphon, which would be approximately 6350 feet long, from the city limits to the plant site. In the design of that siphon it was necessary, in order to prevent the settlement of solids, to at all times maintain a velocity greater than two feet per second and at the same time to provide sufficient capacity for daily fluctuations in the flow and for future growth in the community. That problem resulted in the construction of three separate lines, a

fifteen-inch line, an eighteen-inch line and a twenty-four-inch line; so controlled at the lower end by Venturi meters and automatic motor operated gate valves that at no time will the velocity be less than two feet per second and at no time will the maximum allowable head be exceeded. For example, the fifteen-inch pipe will produce a velocity exceeding two feet per second on a minimum flow of 1,500,000 gallons per day, which, according to gagings made throughout the summer of 1927, exceeded the minimum flow. The fifteen-inch line will handle a maximum flow of 2,200,000 gallons per day before backing the sewage up in the main outfall sewer in the city. At such time as the maximum capacity of the fifteen-inch pipe is reached, the eighteen-inch pipe automatically will be opened and the fifteen-inch will be closed; the eighteen-inch producing a velocity exceeding two feet per second on a flow of 2,200,000 gallons per day. When the eighteen-inch line reaches its capacity of approximately 3,500,000 gallons per day, the fifteen-inch will be opened and the two operating together will produce a minimum velocity of two feet per second for a discharge of 3,500,000 gallons per day. The maximum capacity of the two lines is 5,700,000 gallons per day. In the same manner, at the time the fifteen-inch and eighteen-inch lines have reached their combined capacities, automatically they will be shut off and the twenty-four-inch turned on. Also, as the flow decreases the larger lines automatically will be shut off and the smaller ones turned on. The siphons are so constructed that any one or all of them may be completely drained. The sewage rises vertically at the plant through a chimney, at the top of which the sewage flow is split into two equal parts, flowing through the two identical units of the plant.

The treatment plant itself consists of:

1. A control house that houses the Venturi meters, the automatically controlled gate valves, a well and pump for necessary domestic and wash water, a Barnes duplex sludge pump, an air compressor, two 200-pound and one 300-pound Wallace &



*Showing construction of inverted siphon*

Tiernan vacuum type chlorinators, a complete chemical laboratory on the second floor, storage capacity for eighteen one-ton chlorine containers, and a forty-horsepower gas engine direct connected to a twenty-eight-kilowatt, 220-volt, 50-cycle General Electric electric generator.

2. Two pairs of Imhoff tanks, each pair consisting of two forty-foot circular tanks approximately forty-six feet deep.

3. Two twin dosing chambers, automatically controlled by Pacific Flush Tank twin dosing tank equipment.

4. Two trickling filter beds, 206 feet by 260 feet and seven feet deep.

5. One secondary sedimentation tank, forty feet in diameter and twenty-five feet deep, provided with Hardinge mechanical clarifying equipment.

6. Two sludge beds, fifty feet by 250 feet each.

7. Necessary pipe lines and manholes.

The following list of the major materials used in the construction work undoubtedly will be interesting. On the entire project there are approximately 37,000 cubic yards of earth excavation, 5030 cubic yards of concrete, 398,000 pounds of reinforcing steel, the filter beds alone require more than 35,000 tons of specially graded filter rock, 54,000 lineal feet of Plymouth aerating underdrains, 6000 feet of eight-inch and 5000 feet of six-inch cast iron pipe. It required about 20,000 feet of drain tile to underdrain the entire track and the plans call for 42,000 square feet of five-inch asphaltic concrete pavement.

All exterior surfaces will be covered with one-half-inch Gunite finish, natural cement color. The interior of the tanks and dosing chambers will be waterproofed with two coats of biturine. All walks will be pro-

vided with galvanized iron railing and will be steel troweled with smooth finish to provide easy cleaning. The roof of the control house will consist of red tile and the tops of the walls surrounding the trickling filter beds will be provided with a red tile trim. The plans contemplate the grading, seeding and landscaping of the forty acres surrounding the plant. The entire tract is to be enclosed with a seven-foot non-climbable fence, and an ornamental wrought iron gate will be constructed in front of the plant on the State Highway. Leading from the highway to the plant will be constructed a twenty-foot asphaltic concrete pavement, five inches in depth.

One of the objections people have to sewage treatment plants is caused by the fact that once the city has obtained a piece of land on which to treat its sewage, the authorities immediately decide that the tract also would make an ideal city dump; and in many instances blame for the unsightliness and stench of the dump is laid to the treatment plant. It is our belief that the objections of many will be overcome by making the plant and the grounds as attractive as possible.

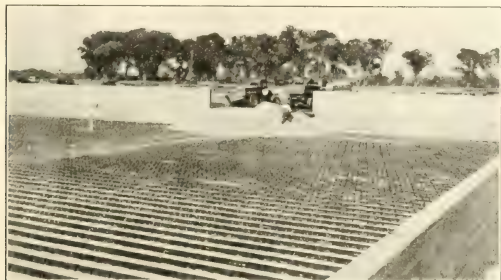
It is not necessary to take up in this article the operation of the plant. We believe, however, that precautions taken for the complete elimination of odors will be of considerable interest. In a sewage treatment plant of this type the two principal if not sole sources of odors are the gas vent areas of the Imhoff tanks and the odors produced by the spraying of the sewage on the filter beds. The odors produced in the first instance will be entirely eliminated at this plant because of the fact that all gas vent areas will be tightly sealed with concrete covers and each will be provided with a gas collecting dome of special design. Gas will be collected in the domes under a pressure varying from four to ten inches and will be piped to two 750-cubic-foot lift type gas holders seated in the rear of the plant. Such gas as is necessary to operate the gas engine and electric generator will be utilized in producing the necessary power for the operation of the various small motors and for the flood lighting of the entire plant. The excess gas will be burned in a large Bunsen burner at the rear of the plant. The burner will be provided with a pilot light so that all gas produced at the plant



will be disposed of and any possibility of odor from that source will be done away with.

Odors emanating from the spraying of the sewage will be controlled by the addition of chlorine at one of the three following points: At the front end of the siphon lines, at the inlet to the Imhoff tanks and at the inlet to the dosing chambers. Experiments carried on by the Chlorine Institute and substantiated by Engineers of the California State Board of Health have proven beyond doubt that hydrogen sulphite odors may be absolutely controlled by scientific and systematic pre-chlorination.

There is one other possible source of odors, which, although not nearly so important as the two mentioned,



Upper right: Looking across south filter bed, showing dosing chamber in foreground, with Imhoff tanks and concrete plant in rear. Bottom: Filter bed completed, showing Plymouth underdrain in place.

has, nevertheless, in some instances proven a nuisance. Those odors arise from the floating solids on the surface of the flowing-through chambers. At the San Bernardino plant the flowing-through chambers will be kept free from floating solids by the use of mechanical skimmers especially designed for that purpose. All skimmings will be washed through cast iron skimming lines to trenches at the rear of the plant.

The overhead carriers provided to facilitate the removal of sludge from

the sludge beds is another novel feature of the plant.

In the opinion of many who are familiar with the project, the city of San Bernardino will have the most modern and complete sewage treatment of its type. Also, the study given to the control of odors and the thought and money directed to the beautification of the plant proper, as well as to the landscaping of the entire site, will mark the opening of a new era in sewage treatment on the Pacific Coast.

Construction work on the inverted siphon lines has been carried on by Secombe Bros. & Sons, contractors, of San Bernardino. Construction of the treatment plant is being carried on by the George Herz Company, contractors, also of San Bernardino. Mechanical equipment furnished by Water Works Supply Company, San Francisco and Los Angeles.

The design and supervision of inspection on both the above projects are under the direction of the Currie Engineering Company of San Bernardino and Los Angeles.

## Midwinter Session

### Central Southern California Clerks, Auditors, Assessors and Treasurers' Association

By A. J. VAN WIE, *Secretary*  
City Clerk, Glendale

ON Saturday and Sunday, December 15 and 16, 1928, the Central Southern California Clerks, Auditors, Assessors and Treasurers' Association held its Midwinter session as guests of Imperial Valley at El Centro. Some 200 guests enjoyed the hospitality of these Imperialites and the outcome of this meeting will, no doubt, culminate into an annual midwinter affair.

Friday afternoon and Saturday morning were given over to welcoming arrivals by the Imperial Valley joint committee at the beautiful hotel Barbara Worth, official headquarters and where all meetings and entertainments were held amid surroundings depicting Harold Bell Wright's famous story, "The Winning of Barbara Worth." Visitors came by auto, airplane and train. All were registered and given a badge showing their name, city and official capacity.

At noon a delightful luncheon was served in the banquet room of the hotel. During the luncheon, music was furnished by the El Centro High School Orchestra, which also furnished the music for all occasions during the meeting. One feature was the self-introductions of each member which tended greatly to relieve any backwardness that might have existed and promote good-fellowship.

In the afternoon, the regular meeting of the Association was held in the Blue Room where, besides a business session at which much good was accomplished, those assembled listened to a very interesting and instructive address by the Hon. Robert H. Scott, Superior

Court Judge of Los Angeles in charge of juvenile cases.

A trip was taken by company train into old Mexico along the levee were an insight of the gigantic task to curb the mighty waters, undertaken and controlled, in order that Imperial Valley might blossom as a rose. Here, too, was afforded an opportunity to grasp in a slight degree the possibilities to be gained by this Valley through the passage of the Boulder Canyon project and the building of an all-American canal.

Two days of interesting and instructive entertainment that were voted the best yet. Imperial Valley are hosts par excellent.

The Central Southern California Clerks, Auditors, Assessors and Treasurers' Association allied with the League of California Municipalities, since its inception last March, have held regular monthly meetings, being entertained for a day in the various cities. While named Clerks, Auditors, Assessors and Treasurers, its purposes embrace all regularly elected and appointed City and County officials, who through meetings and enlarged acquaintances aim to stimulate interest in the study of official duties and the promotion of better service, efficiency and co-operation in municipal activities. The slogan is "Increase Efficiency and Better Serve the Public."

Meetings are attended by mayors, councilmen, city managers, attorneys, engineers, judges, public service heads and other allied municipal departments. They attend because they, too, want to learn and cooperate. Their problems are our problems.

### ELECTROLIERS IN OXFORD MANOR, STOCKTON, CALIF.

By R. C. MCGEE  
Assistant City Engineer, Stockton

THE Western States Construction Company, contractors of San Francisco, soon will complete their contract to furnish and install a system of ornamental electroliers in Oxford Manor, a newly paved subdivision of sixty acres being developed by George Turner of Stockton.

The contract comes under the 1911 Improvement Act, with 1915 Bonding Act, and consists of sixty-five light King Ferronite standards, mounted with Westinghouse Company's Octagonal Junior lighting unit.

The system is wired in series and lighted with 250-c.p., 2500 lumen, clear street series lamps, provided with film cut-out sockets, to complete the circuit in case of a lamp burn-out.

A pot-head cut-out of Westinghouse manufacture will be placed in the base of each standard to break the circuit in case a standard is broken or knocked over, also to break the circuit and to isolate any particular section of a line so that tests for leakage or other trouble readily can be made.

Conductor cable, between pot-heads in standards, will be No. 8, single copper conductor, with standard rubber insulation for 2500 volts. Cable will be encased in a lead sheath one-sixteenth inch in thickness. All cable laid underground will be placed in three-quarter inch diameter electrical conduit.

Secondary wires from pot-head to lamp socket will be No. 8, 2500-volt, rubber covered, code wire.

Standards are staggered with reference to sides of street and spaced at approximately 120 feet apart. Bases of all standards are of concrete, 24 inches by 24 inches by 24 inches in size. Height of light center will be thirteen feet.

# Street Construction With Cold Asphalt

By CLAUDE L. McKESSON

Member A. S. T. M., Manager Bitumuls Corporation

HEAT has so long been associated with the use of asphalt and heavy road oils, that it seems a bit difficult to visualize the use of such materials cold in the form of a liquid almost as thin as water. BITUMULS is the name of a new product now manufactured in large quantities in Oakland and Los Angeles which meets the foregoing description, and which promises to greatly extend and simplify the use of asphalt for municipal and highway work.

One of the unusual characteristics of this product is that, with it, pavements may be constructed or repaired under weather conditions which would render impossible the use of hot asphaltic materials. In many instances, successful repair work has been conducted during damp or rainy weather and where care has been exercised in the proper selection of aggregates, the work has been very successful. Patches readily may be made on a wet pavement, using wet aggregate.

The manufacturers do not recommend the use of their product during heavy rainfall or during long protracted wet spells; however, in spite of this caution on their part, some city officials have reported satisfactory results under extremely trying conditions.

While the product is still sufficiently new in America to be regarded as more or less of a novelty, its use has become extensive in most of the European countries, where it is said to be giving satisfactory

service, and where the annual production is well beyond the 100,000-ton mark.

Those having responsibility for the solution of street and paving problems will be interested to learn something of the material.

BITUMULS is an emulsion in which pure asphalt is broken up during the process of manufacture until each molecule of asphalt is separately coated with

a thin film of water. It is hard to picture a mixture of oil and water (and asphalt is really oil), but the emulsion is manufactured by a process which renders it stable for a long period of time. In appearance BITUMULS is a chocolate colored liquid having almost the consistency of coffee. It is stored in tanks or barrels for periods up to three months or more without injury and without separation of asphalt and the watery medium in which it is suspended.

Strange to say, however, immediately upon becoming exposed to the air in the form of a thin coating on rock or sand, the "equilibrium" of the emulsion is destroyed and the molecules of asphalt quickly coalesce and form a covering of pure, sticky asphalt on the aggregate.

The water used in emulsification escapes, carrying with it the emulsifying agent by which the emulsion has been stabilized.

BITUMULS usually is applied in street repair work by means of a pressure spray outfit. One of the simplest and most inexpensive pieces of equipment of this kind is shown in figures 1 and 2. This street repair outfit was constructed by the



Fig. 6. Bitumuls pavement on Oceans Drive, Beverly Hills, Los Angeles

City of Fullerton, and consists of a truck with a box body having compartments for screenings of various sizes, also having two drums immediately back of the cab.

The larger drum is used to carry BITUMULS for the patch work and is refilled when necessary from tank storage. The upper and smaller drum is a high pressure air flask, connected with a lower drum with a regulating valve. After the BITUMULS drum is filled, the bung is screwed in tightly, the air flask is brought to a pressure of 100 pounds, more or less, at an auto service sta-



Fig. 2. Fullerton Street Repair Outfit making a large patch, using cold "Bitumuls" as asphaltic binder



Fig. 1. Bitumuls Street Repair Outfit designed by Lester Marshall, Street Superintendent of Fullerton, California



Fig. 3. Bitumuls surface treatment on Russel Street, Hayward, California

tion, and the equipment is ready for duty.

By means of a regulating valve the air is allowed to enter the BITUMULS drum and BITUMULS is forced out through the hose and nozzle as shown in the views. On larger work the material is distributed with ordinary tank truck distributors exactly as with hot asphalt.

The amount of BITUMULS required either for patching or construction is approximately equal to the amount of hot asphalt that would be required by the usual penetration methods. The actual bituminous content of BITUMULS being 50 per cent results in pavement or patches having a considerably lower asphalt content than in hot penetration work. The effect of this is to produce non-skid wearing surfaces that are characteristic of the product and which refuse to bleed or push during warm weather.

The material has been extensively used in the cities of Oakland and Berkeley in the construction of thin penetration macadam re-surfacing over old pavements. The non-skid surfaces resulting is an important factor in reducing the number of auto accidents and resultant injury to persons and property.

The material also is coming into quite extensive use in the smaller cities and towns of the State in the construction of surface treatment over existing gravel or macadam pavements.

Russel Street in the City of Hayward is a typical example of successful, inexpensive re-surfacing over an old gravel street. The cost of such work ranges from 50 cents to \$1 per front foot according to local conditions, such as width of street, amount of repair work preliminary to surfacing, etc.

While pressure spray outfits are recommended for use with BITUMULS, much of the work done in

to ordinary hot asphaltic concrete, except that it has a more granular texture and will remain non-skid for a long period of time.

Pavement of this type is somewhat less expensive than the usual hot mix construction due to the elimination of expensive mixing plants and of the double handling of material in the plant and on the street.

### SEBASTOPOL INVENTORIES ITS TAXABLE PROPERTY

The city of Sebastopol has completed an inventory of all taxable land and improvements for the purpose of equalizing the tax burden. The procedure adopted provided for

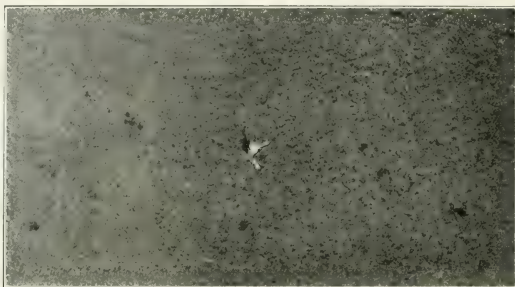


Fig. 4. Surface texture of pavement shown in Fig. 3

Europe is done with hand-pouring pots. Figure 5 shows a BITUMULS surface treatment being constructed on a Paris street, the BITUMULS being applied with a hand-pouring pot in two applications, or in one application of approximately one-half gallon per square yard, immediately after covered with stone chips which are rolled and imbedded in the fresh emulsion.

While the material usually finds its first use in any community in maintenance and repair work, it soon finds its way into heavy construction. Due to the thinness of the liquid, remarkable depths of finely crushed stone may be penetrated if the dust is first removed.

Figure 6 shows a street in the City of Los Angeles upon which a four-inch BITUMULS penetration surface was constructed. The material used consisted of crushed stone ranging from ten mesh to three-quarters inch in size. The full four inches was penetrated with BITUMULS and the pavement rolled until smooth, and firmly compacted.

In appearance and in wearing properties, the pavement is similar

to the placing of unit foot values in each block and showing them on a large display map. The public then was invited to offer criticisms and suggestions in meetings called for that purpose. Four such meetings were held, after which the values were approved.

Subsequently mathematical rules were employed by which each lot was given its correct value. The buildings were measured, described in detail; cost factors applicable to the particular type were applied, which gave the reconstruction cost. From that figure deductions were made for age, condition, lack of utility, etc., and the present worth ascertained. The totals have not been published, but from all accounts the public, as well as officials, have been pleased with the results and the methods employed. The work was executed by the California Tax and Appraisal Bureau.

### SEEKS TRAINING SHIP

The American Legion of San Pedro has requested the State Legislature to provide a nautical training school ship for Californian waters.

## Mayor for Thirty-Two Years!

**T**HIRTY-TWO years as the Mayor of one town! Such is the remarkable record of Mayor W. H. Christie of the town of Emeryville, Alameda County.

With an election on December 2, 1896, Emeryville was incorporated as a town of the sixth class. The Board of Trustees organized December 14, following, and Christie was chosen head of the town government. He has held that position uninterruptedly.

Christie was born December 14, 1860, at Atlanta, Ill., and was 36 years old when chosen Mayor of Emeryville.

For many years Christie has been engaged in mining. He is a member of the American Institute of Mining and Metallurgical Engineers.

Despite his personal activities, Christie has devoted the most of his time toward developing Emeryville into a municipality operated on a business basis. That is evidenced by



the fact that the town has had not one bonded indebtedness.

All of Emeryville's municipal buildings, police and motor vehicles, and fire apparatus have been built

or paid for out of the revenue derived from a 50-cent tax rate, increased in recent years to 65 cents on each \$100 valuation of assessable real and personal property.

The town's total assessed value of real and personal property in 1896 was approximately \$600,000. At present it exceeds \$8,000,000, exclusive of about \$2,000,000 of operative properties owned by public utility corporations on which no tax is paid.

The industrial business of Emeryville furnishes employment to more than 6000 residents of Oakland, Berkeley, and other nearby cities, while a \$10,000,000 annual payroll is distributed by those employees among merchants of the East Bay district.

Emeryville essentially is an industrial community. Within its boundaries many manufacturing and industrial plants of national and world-wide prominence have established extensive Western branches.

### SEWERS IN FRESNO

**O**N MAY 29, 1928, a forty-acre tract divided into eight blocks voted to annex itself to the City of Fresno. The tract, known as the Roeding Addition, is a first-class highly developed residential section, having a population of approximately 600. It is located in the northwestern part of the city. The particular factor which made annexation desirable was the absence of sewers and the inadequacy of cesspools used for the disposal of sewage.

Immediately after the territory officially was a part of the city, proceedings were started under the 1911 Improvement Act for the installation of sewers. The lateral sewers to serve seven of these blocks run through alleys or rights-of-way in the middle of blocks, and that for the eighth block, through which no right-of-way could be obtained, runs in the center of a street, the other side of the block being served by a sewer already existing in the street. The lateral sewers in some of the blocks extended across the boundary street and connected into lateral sewers already existing in blocks inside the city. The other lateral sewers were connected into a

short new main which discharges into an already existing main. All of the pipe used was six inches in diameter and was laid with asphaltic joints. The total quantities are 6250 feet of six-inch pipe, thirteen manholes and 360 Y's. The Smith Construction Company of Oakland was the contractor, being the lowest bidder of seven and being awarded the contract for 55 cents per foot of six-inch sewer, \$55 for each manhole and \$1 for each Y. The average depth was four and one-half feet.

The work was quickly completed, and connections are now rapidly being made with the sewers.

Another tract of land comprising five blocks in the northern part of the city, and having a population of approximately 200, and similar in character to the Roeding Addition, voted on August 14, 1928, to annex itself to the City of Fresno. Proceedings were started in like manner for the installation of sewers. These consisted of six-inch lateral sewers and an eight-inch main sewer. The sewers were of vitrified clay with asphaltic joints. There are 1323 feet of eight-inch sewer, 2726 feet of six-inch sewer and nine manholes, being installed to serve the territory. The average depth of this sewer is six feet. E. W. Redman was awarded

the contract from a field of four bidders, the prices bid being 70 cents per foot for eight-inch sewers, 60 cents per foot for six-inch sewer including Y connections, and \$50 for each manhole. The work practically is completed.

### A Long Ballot

The voters of Cleveland felt the burden of the long ballot at the last election with thirteen issues in addition to the candidates. But the voters of San Francisco, in addition to the election of a long list of candidates, had sixty-two issues on the ballot, including such questions as state reapportionment, motor vehicle fees, stockholders' liability, waiving jury trial in criminal cases, police and fire pensions, putting blanket hostlers of police department under pension fund, fixing city attorney's salary, voting bonds for an airport, and many other varieties upon which it is impossible for the average voter to get enough information to vote intelligently. Most of the questions could better have been determined by legislative bodies.

Plans for the establishment of an airport in Eureka are being discussed by the board of directors of the Eureka Chamber of Commerce.

# Salesmen Entitled to Courtesy and Fair Deal

By A. V. GOEDDEL

*Superintendent, Purchasing Department, City of San Diego*

SOME buyers forget that fair dealing is a means to an end; that it results in mutual confidence and a spirit of cooperation between those who buy and those who sell. With this thought in mind let us briefly consider ordinary business courtesy and fair dealing with salesmen from the viewpoint of the municipal purchasing agent.

Building up a dependable source of supply is recognized as a primary essential of scientific purchasing. Recognition of an essential or fundamental factor prepares one for the unexpected. Emergencies do occur, and the buyer is called upon to accomplish the seemingly impossible. At such times he must make good. He must provide on short notice that which is necessary to safeguard lives and property; to prevent loss. To do so he must invariably prevail upon vendors to extend expensive and unusual service. It is then that his reputation for fair dealing will stand him in good stead.

The value of fair dealing cannot be overestimated. It begins with the salesman. First of all he is at least entitled to a courteous reception. The buyer should recognize that fact and be willing to concede that perhaps the salesman's time is also valuable. This brings us to the point where consideration can be given to the manner of receiving the legitimate salesman.

The salesman's reception should be as prompt as is possible. Of course it is impossible to see all salesmen and it is impractical to see all salesmen immediately, but it is both possible and practical to so receive a salesman that he will not leave with a grievance, regardless of the fact that he may not have seen the purchasing agent personally.

The purchasing agent may be a busy man. He cannot give unlimited time to anyone. He can, however, be courteous and businesslike in any interview he grants a salesman regardless of how brief necessity may compel it to be. Again, there will be times when he will refer a salesman to an assistant who is a specialized buyer. In such cases the salesman has no just cause for complaint at being assigned to a subordinate. Nor has he any cause for complaint if he is assigned to



an assistant when he, the salesman, is merely an order taker or a gladder whose visits are only a formality.

Any salesman whom the purchasing agent cannot see has just cause for complaint only when he does not receive a brief and courteous explanation of why he is referred to an assistant, or why an interview cannot be granted. Even the familiar pest who wants to sell him something he cannot use is entitled to that much consideration.

These statements are made with a knowledge of the fact that there are callers who have no just claim on the purchasing agent's time; nevertheless he should insist that all callers be courteously received. He should interview the salesman at once, if that is possible. When that is impossible he should designate a

time when he will see him. If it is a case of referring the salesman to the proper subordinate, it should be done without unnecessary delay.

Every caller with a worth while proposition which may represent economy should be given a fair opportunity to tell his story. Such a policy will encourage cooperation and inspire confidence. It will assist the purchasing agent to keep abreast of the times; to keep posted on improved methods and materials, which sometimes he might not otherwise be aware of until they were in general use. It also will make available a fund of other information from which he may glean much of value.

In addition to a modicum of ordinary courtesy and a maximum of businesslike procedure, fair dealing implies the use of only strictly ethical methods. Strong arm "bunk," haggling, and the dissemination of misinformation designed to encourage uneconomical price cutting, is today entirely out of order. The buyer must expect the seller to make an adequate profit, and then endeavor to secure value, not by haggling, but by analyzing price and quality. In so doing he is in line to secure both quality and service at the lowest price consistent with fair dealing.

In the final analysis courtesy and consideration for the other fellow will show a big return for the effort expended. Both factors are vital elements of fair dealing, and fair dealing is one of the principles of scientific purchasing. Fair dealing promotes sound business relations and puts that relationship on a basis that leaves both seller and buyer satisfied with a completed transaction.

## Fire Losses Decreasing

Fire losses in the United States in 1927 were the lowest in seven years and totaled \$478,245,620. The average per capita cost in the 406 cities was \$2.82. In the first ten cities the average was \$3.29 per capita and in Cleveland it was \$2.48 per capita. Cleveland was next to the lowest, with Los Angeles holding the lowest record at \$1.62 per capita.

IN THE belief that a complete modernization of the City's purchasing policy and the adoption of a modified form of standardization adapted to local conditions is a move in the right direction, the Common Council of San Diego has agreed to the appointment of a committee for standardization. Superintendent Goeddel's office is preparing for the Council a schedule of classifications. The Mayor, Councilmen, Department heads and many San Diego business firms are cooperating with the Purchasing Department in the undertaking.



# Station UNI,

*"Dad" Mason broadcasting*

The above caption was wished on me. Just why, I can't say. Perhaps it was because folk would rather read me than to hear me talk. It might be, too, that by putting my words on paper it will make 'em appear more like chatter than the result of deep meditation, and not be taken too seriously by my readers. The caption, mayhap, is a wise one, and I'll not complain, but do the best I can. It may be that I can cultivate confidential heart-to-heart, parent-to-child style akin to radio announcers.

While my mind is radio-ating the query has come to me: When are our cities going into the broadcasting game? Would not it be a fine way to tell our voters and taxpayers all about it? Municipal business, I mean; everything from traffic violations to the condition of the general fund. And, just as I am wondering, here comes "Library Notes" from New York, giving me the information I want. Already there are nine broadcasting stations in the United States—Atlantic City and Camden, N. J.; Dallas, Texas; Fort Morgan, Colo.; Jacksonville and Pensacola, Fla.; Seattle (Harbor Department) and New York City (Department of Plant and Structures). The purpose of these stations largely is educational and to acquaint the citizenship with the various functions and accomplishments of the municipality. Also it furnishes a medium for broadcasting police information in respect to missing persons, stolen property, and criminals to be apprehended.

While the privately operated stations might render a part of the service, still the municipal station always would be available for emergency calls and its educational program could be extended to create an enlightened citizenship.

Which California city will be the first to install municipal radio? Now,

don't all you City Managers speak at once!

Metinks I heard the voice of Manager Edy of Berkeley say:

"I first."

Surely he is an innovator.

When the science of radio has developed a little more and the various mechanisms for the transmission of speech, without interference and confusion, have been perfected, every municipality undoubtedly will have its own broadcasting system, and every householder can sit by his fireside and listen in at the regular meeting of the city council. At present I shall restrain myself from indulging in further speculation in this connection. Rather do I invite comment concerning this proposed development of municipal functions, particularly as to the relativity of its desirability.

Legislatures are in session throughout the length and breadth of the land, engaged in man's production of laws. Just why should not there be mass production of laws as well as of material things? Why deplore that which is an essential attribute of our present and very commendable civilization, viz., Quantity Production?

The Legislature of California has been asked to appropriate \$50,000, or as much as it can afford, to conduct a research on the subject of sewage disposal. It seems that our sewage disposal systems have some sort of ailment that requires the services of doctors of sanitation to diagnose and prescribe a remedy therefor. Just what the ailment is, no one yet seems to know, but it appears to be a complication of gastritis, fatty degeneration, non-assimilation, acidosis of the septic tank, corruption of the effluent and a resultant chronic halitosis. Considering that the sewage system of a community is analogous to the digestive system of an individual it is likely to get out of order, and, presumably, from the same cause. That is to say, we eat too much and of the wrong things, so that our digestive apparatus goes on strike.

Just so with our sewage disposal systems. As long as they had a diet of pure organic matter they functioned very well, but when they tried to digest a lot of acids and alkalis, old oil and various chemicals from garages, canneries and various industrial plants, trouble brewed. Very naturally so. The anaerobic bacteria refused to function and the organic substances in the sewage remained unaffected and produced a sort of auto-intoxication (due to autos, as a paragrapher might say). Far be it from me to prophesy what the diagnosis or remedy will be. I have a hunch that a suggestion will be made that our sewage systems be put on a diet. That is, they should take in only such substances as they can digest; that all disturbing substances be predigested or otherwise disposed of.

*Pause for station announcement.*

The student of history will be somewhat startled when his attention is called to the evolution of that human occupation called "play" during the last 100 years or so. I can imagine how shocked would be the Puritan ancestors of mine, the Reverends Rogers, Taylor and Gibbs were they to have observed me playing, for instance, as I did at San Bernardino. Nor need we go back very far to discover that a notion of what constituted play seems strange in these days. In 1872 an educational institution voiced this conception:

"We prohibit play in the strongest terms. Recreation shall be gardening, walking, riding, bathing out of doors and the carpenter's joiner, cabinet maker's or turner's business indoors."

About that time a learned man proposed: "A young girl should never play; she should weep much and meditate upon her sins."

Now everyone seems to be demanding play and yet more play. Recreation centers are called for, and those communities that have them are calling for more. What is the meaning? It is the natural human reaction from the release of the

(Turn to Page 49)

# A Municipal Employment Standard

By JOHN N. EDY, *City Manager, City of Berkeley*

A CODE of standards for municipal employment recently was set down by City Manager Edy of Berkeley, California. It is distributed in printed form to every new employee of the city of Berkeley. Its adoption and practice in other American cities undoubtedly would work a veritable revolution. The City Journal considers it worthy of being reprinted in full.

"In accepting a position in the municipal service of Berkeley, you will want to know these facts:

## Politics Taboo

1. The service is not conducted along political lines and employees are not subject to, nor may they rely upon, political influence. Persons seeking an opportunity to gratify political aspirations or to capitalize public acquaintanceship for political reasons are not eligible for employment in the administrative service. This is a measure of protection for you as well as for the public.

2. Employees may not bring with them into the service any prejudice for or against people or organizations that might affect the cordiality of their contacts with other employees or with the public. Regardless of your position in the service, it is essential that you cooperate cheerfully with all your associates and that you serve all of the public and its several groups with equal interest and loyalty.

3. Employees are not under so-called civil service, although employments and promotions are predicated upon the merit system. The plan of personnel administration in effect is deemed fair to the public and to the employee; but the final responsibility of the city manager in personnel matters as provided in the charter cannot be delegated or relinquished. One who feels the need of special 'protection' in his position should not join the service.

## Ability the Test

4. People enter and remain in the municipal service exactly as they serve private business; that is, on the basis of the employer's (the city's) need and the employee's character, ability and willingness to give cheerful, competent service under the conditions laid down by the employer (the city). The public does not owe you or me a place on its payroll. If your work or working conditions or associations become distasteful, it is your privilege to discuss the fact frankly with the head of your department or with the

city manager. Beyond that, and failing an adjustment that satisfies you, your only recourse is to seek other employment, exactly as would be the case if you were working for a private employer.

## Loyalty Urged

5. The position to which you aspire and the work you will do are significant parts of the service. No matter what your duties are, have pride in them. Also, maintain your sense of proportion. Yours is but one of the many positions, all of them important; your department is but one of several, all of them essential. Loyalty to your colleagues and to your particular branch of the service should but intensify your loyalty to the organization as a whole. There is but one administrative service.

6. Few persons enter the service in every respect qualified and trained for their special duties; all of us have much to learn. Upon the foundation of your past experience and training it is expected that you will build toward the objective of maximum personal accomplishment. Your future in the service depends upon the extent and success of your efforts to improve yourself and to increase your ability. You may assume that you will never be 'too good' for the service; and you may aspire to any position, including department headships and the city managership.

## Best Efforts Expected

7. The department head under whom you will be employed is engaged to direct the activities of the department and to assume responsibility for its accomplishment. He is a person of character and an expert in his field. You may give him your respect and confidence and loyalty because he is big enough in experience and ability to deserve it. He will expect from you the most conscientious and acceptable effort because he can accomplish his program only with competent and industrious people. His instructions and suggestions will serve as an adequate guide in the performance of your duties. His aid and counsel and that of other department heads and the city manager are available to you in time of personal stress.

8. You will find that the service is composed of serious-minded men and women aspiring to the attainment of an ideal. This ideal is not a vague, indefinite thing, conceived solely as an object of sentimental regard or framed to trick the public

into a false feeling of confidence. On the contrary, it is an intensely practical, workable and attainable ideal, expressed briefly as follows:

The municipal service of Berkeley shall be efficient, business-like, helpful and courteous; and the persons employed to render this service—all of them—shall exemplify these characteristics.

The above will bear re-reading; it is the goal toward which your efforts must lead.

9. The city does not expect to control your off-duty conduct, but you should remember this: the successful performance of your duties requires that you be at all times physically fit and mentally alert. This means fair treatment of your body and mind while off duty. Moreover because you are part of the municipal government, people will attach special significance to what you say regarding it. Your conduct and your comment will always be interpreted by the public as reflecting the standards or policies of the service, of the head of your department, the city manager and the council. You can never act or speak 'unofficially.'

10. Prospective employees often ask what advantages or inducements are offered by the municipal service of Berkeley. As I view it, the answer is quite obvious:

## Inducements of City Work

First—The opportunity to do something that contributes to the totality of comfort and convenience and happiness of some eighty thousand people. That is decidedly worth while.

Second—Remuneration that represents, as nearly as we can determine it, an honest valuation of the individual service, with due regard for the law of supply and demand. That is fair to both parties.

Third—Assurance that within the limitation of appropriations and the program of municipal activities, continuance and upward progress in the service depend solely upon the employee and his ability to grasp the opportunities offered him. No other vocation can do more.

And, finally, the privilege of working with people who are clean and competent; people whose ideals and aspirations and emotions are similar to yours; people you can respect and like and enjoy. And that is a rare privilege.

Life is not easy. For most of us there is no material reward without hard work. The municipal service is exacting; but it is an honorable service, worthy of your best efforts and your fullest faith. If you doubt that, don't sign up. If you believe it,—and I believe it—you'll get a lot of joy out of the new job."



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

## Legislative Committee Meets

The first meeting of the legislative committee of the league was held on the afternoon of January 9, 1929, in Room 212, Hotel Senator, Sacramento. The committee consists of the following, of which twenty-five were present: Hon. Jas. M. Allen, City Attorney, Yreka; Hon. Edwin A. Mueller, El Cajon; Hon. Henry McGunness, City Attorney, Dunsmuir; Hon. Hubert B. Scudder, Sebastopol; Hon. H. E. Dillinger, Placerville; Hon. Bradford S. Crittenden, City Attorney, Tracy; Hon. Roy Bishop, Alameda; Hon. Isaac Jose, Ontario; Hon. A. E. Brock, Redlands; Hon. James C. Crawford, Burbank; Hon. Jerome V. Scofield, Huntington Park; Hon. William E. Harper, San Diego; Hon. C. C. Spalding, City Treasurer, Sunnyvale; Councilman H. S. Bidwell, Sacramento; City Attorney John J. O'Toole, San Francisco; City Attorney H. C. McAllister, Pasadena; City Attorney Archer Bowden, San Jose; City Attorney Jess E. Stephens, Los Angeles; City Attorney L. A. Butts, Fresno; City Attorney Norman E. Malcolm, Palo Alto; City Attorney Earl J. Sinclair, Berkeley; City Clerk J. Oliver Brinson, Long Beach; Gordon Whitnall, Manager, City Planning Commission, Los Angeles; Cliff Brooks, City Hall, Oakland; former President Charles N. Kirkbride, San Mateo.

Upon request of the president of the league, William J. Locke acted as chairman of the meeting and gave a résumé of some of the matters to be taken up by the committee. They included sewage research, gas tax allocation, amendments to the laws relating to initiative, referendum and recall, alternate specifications in the street improvement laws, and proposed changes in the Mattoon Act.

Discussion of the sewage research bill was started by C. G. Gillespie of the State Board of Health, who was called upon to give a brief synopsis of the proposed measure. Mr. Gillespie stated that the bill

would provide a research organization to be under the State Health Department, and would include a biologist, bacteriologist and representatives of each of the other sciences. The University of California pronounces it to be a well-balanced staff, and calculated to get results. The \$65,000 appropriated by the bill was very carefully budgeted.

In explaining the sewage rental bill Mr. Gillespie pointed out that there are many precedents from other states, particularly Ohio, Pennsylvania and Michigan. It was designed particularly to reach industries which overload the sewers, such as canneries, pulp mills, etc. The special tax involved would be proportioned similarly to garbage disposal or flat rates for water, and would vary with the amount of use.

Mr. Kirkbride moved that bills be authorized according to the plan outlined, and that the proportion be approved. The motion was carried unanimously.

The whole subject matter was then referred to the Legislative Council through a committee consisting of Messrs. Gillespie and Kennedy.

The question of allocating a portion of the gasoline tax to cities was brought up by City Attorney Butts of Fresno. He laid great stress on the fact that our highway system is impaired largely through lack of uniform pavement through the smaller towns. Mr. Spalding advocated a share of the gasoline tax money to all municipalities regardless of whether a state highway went through the town or not. On motion, a committee consisting of Messrs. Butts and Bidwell, of Sacramento, was appointed to draft a measure to cover the matter. In this connection a communication was read from the Los Angeles City Club which advocated the abolition of the existing personal property tax on automobiles and the substitution thereof of a motor vehicle tax of one per cent of the value of the automobile, with a minimum fee of \$5, to be paid at the time of securing license plates, and in addition to the existing registration fee. The communication was referred to the special committee.

Mr. Brooks suggested that the committee give attention to the methods employed for securing signatures to initiative, referendum and recall petitions and suggested the appointment of a special committee to draft a new plan. A motion was carried unanimously and the chair appointed Messrs. Kirkbride, Brock and Brooks to handle this matter.

Mr. Mattoon was called upon to explain the proposed changes in the "A and I Act of 1925." Mattoon stated that all of the proposed changes in this act, which were sponsored by him, would be incorporated in a bill that would be introduced by Senator Weller. Mattoon stated that the success of this act clearly demonstrated, in connection with Colorado Street opening in Pasadena, where the bonds issued at 5½ per cent had brought a premium, so that the net rate was 5.06 to the property owner, instead of the old 7 per cent rate in connection with street work proceedings under other acts. Among the new provisions is one making a limit on the amount of work which can be assessed against the property to one-third of the assessed value of the property. Another provision is a three-year deferred payment period, instead of five. A third provision would make a limitation of the bonds to a twenty-year period. A fourth provision is that a postcard notice must be sent to each owner upon the initiation of proceedings. On motion, the whole subject matter was referred to a special committee consisting of Messrs. Kirkbride, Bowden and Locke.

Upon motion, Messrs. Sinclair, of Berkeley, and Johnson, of Stockton, were appointed a committee to frame amendments to the Vrooman Act, for the purpose of providing alternate specifications.

The committee then adjourned, to meet in the same room at 3 p. m. on Monday, January 14, 1929.

## Committee's Second Meeting

The sub-committee appointed on the preparation of bills to provide for research and investigation under the State Board of Health which

(Turn to Page 45)

When you hit this stretch  
you can relax for 9 miles  
of smooth, SAFE driving

*It's that good-looking  
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## ASPHALTIC CONCRETE *Non-skid* PAVING



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California State Highway, Kern County.  
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Many asphaltic concrete pavements have given from 15 to 20 years of service with little or no upkeep costs. Yet they cost no



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### STANDARD OIL COMPANY OF CALIFORNIA

The advertiser will be pleased if you mention Pacific Municipalities

# League of Oregon Cities

By J. L. FRANZEN, *Executive Secretary*  
City Manager, Oregon City

THE League of Oregon Cities was organized about three years ago, and other than serving the cities during the session of the Legislature, it has been more or less dormant.

The newly elected President, Chris Schuebel, has been city attorney of Oregon City for a number of years and is a former member of the Legislature. Due to his keen interest and large fund of knowledge of state and municipal affairs, he is well equipped for the office of president of the organization.

The first Vice-President, A. A. Hall, has been city attorney of the City of Tillamook for some time, and has a wide knowledge of municipal government.

Second Vice-President, R. B. Hammond is manager of the Pacific Telephone and Telegraph Company at Medford, Oregon, and has been a member of the council for



several terms. He is also very keenly interested in the League and its work.

The Treasurer, Laura D. Harlow,

has been Mayor of the City of Troutdale for several terms and takes a very keen interest in the affairs of the League.

The Secretary of the League has been City Manager of Oregon City since 1925. Previous to taking this position he followed the profession of civil engineer. He is an associate member of the American Society of Civil Engineers, a registered professional of the State of Oregon, and member of the International City Managers' Association.

It is the intention of the present officers to put some activity into the organization, making it a service to all of the cities of Oregon.

Until such time as the League of Oregon Cities gets going, *Pacific Municipalities* has been designated as the official organ of the League. The League proposes to watch every attempt of the State Legislature at the forthcoming session "to encroach on the rights of the cities of the State" and will fight to prevent the restriction of home rule.

## NINETEENTH ANNIVERSARY WEEK BOY SCOUTS OF AMERICA FEBRUARY 8-14, 1929

The contribution of Boy Scouts to community service each year, is almost incalculable. Their heroic work in the Florida disaster of last year and in the four great disasters of 1927, the Mississippi and New England floods, the St. Louis tornado and the Pittsburgh explosion, was in itself a great service to the nation, but even greater than that service, is the service that Scouts render every day. Trained to be prepared in any emergency, the records of the Boy Scouts of America show that last year more honor medals were awarded to Scouts who had risked their lives to save others than were issued in any previous year in Scouting history. Hundreds of people were saved from drowning by Scouts trained in life-saving. The work of the Scouts in reforestation projects, clean-up campaigns, safety and health campaigns, and their campaigns against harmful insects and rodents, have won national acclaim.

## GOVERNORS TO BE INVITED TO OPENING OF SPAN

THE governors of every Pacific Slope State, as well as the lieutenant-governor of British Columbia, will be extended invitations to attend the celebration of the completion of the Smith River Bridge on the Redwood Highway, between Oric, Del Norte County and the Oregon line, it recently was announced by the Redwood Empire Association.

The Smith River Bridge, together with other major highway improvements in Del Norte County, will break down the final barriers to travel to the Northwest by way of the Redwood Highway, being an important link in the Coast route to British Columbia.

According to present plans the celebration will take place early this spring.

B. B. Meek, director of the State Department of Public Works, has been asked by the Redwood Empire Association to cooperate in the arrangements for the affair, to the end that it will be one of coast-wide importance.

## FILE TO INTERPRET SIGNALS

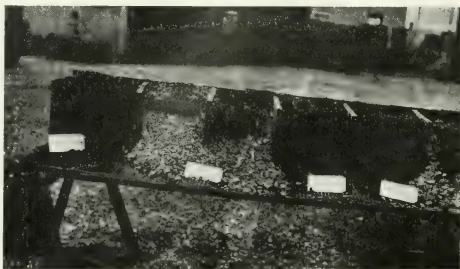
Paste this on your windshield. It may help you decide what the gentleman in front is trying to do when he holds out his hand from the car window. Charles P. Janes, secretary of the Ohio State Automobile Association of Columbus, says that when the driver in the car ahead sticks out his arm, you know perfectly well that it means:

1. He is going to turn to the left.
2. He is knocking the ashes off his cigar.
3. He is going to turn to the right.
4. He is waving at a friend.
5. He is going to pass the car ahead.
6. He is feeling for raindrops.
7. He is going to slow down.
8. He is pointing out something interesting.
9. He is going to stop.
10. He is arguing with the wife or the kiddies.

Boy Scouts, service clubs, and other organizations have planted 1500 shade trees and ornamental trees on Stockton city streets.

# BITUMULS

The Highest Grade Asphalt  
in Liquid Form—Used Cold  
—Flows and Penetrates Like  
Water



## Penetration Test

*First compartment of photo shows 12" depth of fine screenings (dust removed) fully penetrated with BITUMULS. Next compartment shows mat produced with hot asphalt poured on the same screenings.*

During the 1928 season four hundred carloads of BITUMULS were used in California by Cities, Counties and the State Highway with perfect satisfaction.

BITUMULS economically solves the problem of light traffic street construction as well as heavy traffic pavement.

Patching and Pavement Repair Work is greatly simplified by the use of BITUMULS. No hot kettles—no hot asphaltic concrete to carry around. BITUMULS is used for repair work by the Cities of Oakland, Berkeley, Riverside, Fullerton, Richmond, etc.

## Gravel and Macadam Streets

*Converted into attractive paved streets by surface treatment with BITUMULS. This gravel street in Livermore converted by BITUMULS into a pavement, cost property owners less than \$50.00 for a fifty-foot lot.*



CITY MANAGERS, CITY ENGINEERS AND OTHER INTERESTED CITY OFFICIALS:

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## BITUMULS CORPORATION

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# Recent Court Decisions,

COLLECTED and DIGESTED BY

*R.C. McAllister, City Attorney, Pasadena*

WITH the pressure of routine work constantly demanding attention of the City Attorney it is very difficult to scan, much less to digest, the new cases, many of which, dealing as they do with current matters, are of prime importance. When the decisions of the Federal Courts on constitutional questions and the national and state output of statutory enactments are added, the labyrinth through which the City Attorney must somehow guide his city and its officers appears almost impenetrable. The same near chaos develops in every field of law in which any extensive investigation is made. The rapid development in material things coming from the laboratory of applied science has its inevitable reflex in economic and social conditions, and the law unavoidably becomes more complex and uncertain in the attempt to follow these changes. It is easier to suggest problems than to solve them, but it is certainly to be hoped that some way may be found to reduce the disorderly mass to a semblance of order, and nowhere is this service more necessary than in the field of the law of municipal corporations as exemplified by recent decisions.

87. An irrigation district as a public agency of the state is not liable for the torts of its officers in the absence of statute.

**Nissen v. Cordua Irr. Dist.**, 269 Pac. 171, Cal., July 17, 1928.

88. The cost of work on a tunnel to make it conform to the architecture of surrounding buildings and to restore street crossings in accordance with other plans made after work began and not in accordance with original plans, is not properly chargeable to the assessment district.

An award of workmen's compensation for the death of a city employee killed in the tunnel is not properly charged to the district.

Assessments against city property properly made under ordinance

could not be subsequently canceled.

**Residential Dev. Co. v. Andriano**, 269 Pac. 186, Dist. Ct. Ap., 1st Dist., July 12, 1928.

89. In establishing zones under a comprehensive ordinance the density of population does not control and other considerations are pertinent.

The fact that property on one side of a street is in a residence zone while business is allowed on the other and by reason thereof the residence property is depreciated in value, does not invalidate the ordinance.

The establishment from time to time of small business areas in residential sections does not invalidate an ordinance.

The adoption of a system of zoning is largely within the discretion of local authorities, and the courts will interfere only when it is palpable that the measure has no real or substantial relation to the public health, safety, morals or general welfare.

**Feraut v. City of Sacramento**, 269 Pac. 537, Cal., Aug. 8, 1928.

90. The trustees of a drainage district are not liable for the negligence of employees of the district working under the direction of a foreman where the trustees did not prescribe the method to be pursued.

A public officer is not responsible for the negligence of subordinates also in the public service unless he personally directs or participates in the negligent act.

**Hilton v. Oliver**, 269 Pac. 425, Cal., July 17, 1928.

91. A landowner constructing a plank driveway over sidewalks under a permit from the city is liable for failure to keep it in repair.

**Granucci v. Claasen et al.**, 269 Pac. 437, Cal., July 16, 1928.

92. The Metropolitan Water District Act is constitutional. It does not conflict with the municipal affairs clause of Sec. 6, Art. 11, California Constitution, nor delegate power of taxation to special commission contrary to Sec. 13, Art. 11, nor violate the due process clause by

creating a special assessment district without a hearing.

**City of Pasadena v. Chamberlain**, 269 Pac. 630, Cal., Aug. 3, 1928.

93. A charter provision requiring that a recall petition be signed by qualified electors does not require that the signatures be identical with those on the affidavits of registration.

The action of the city clerk on a recall petition is not final if fraudulent or arbitrary, and in such case he may be controlled by mandamus.

**Hartsook v. Merritt**, 269 Pac. 757, Dist. Ct. Ap., 1st Dist., July 30, 1928.

94. A special assessment for poles, wires and lamps for street lighting is justified by the public character of the service and the benefit to the property assessed, even though the current is provided by a private plant.

The fact that the entire city may receive some benefit from an improvement does not invalidate special assessment where the district assessed benefits more substantially than the city at large.

Where the city has power to purchase and install electrical equipment and pay for it by general taxation, but has no power to levy special assessments for such work, a grant of power to pay the cost thereof by local assessment will sustain an assessment for an improvement previously made.

**Fisher v. City of Astoria**, 269 Pac. 853 (Ore. 1928).

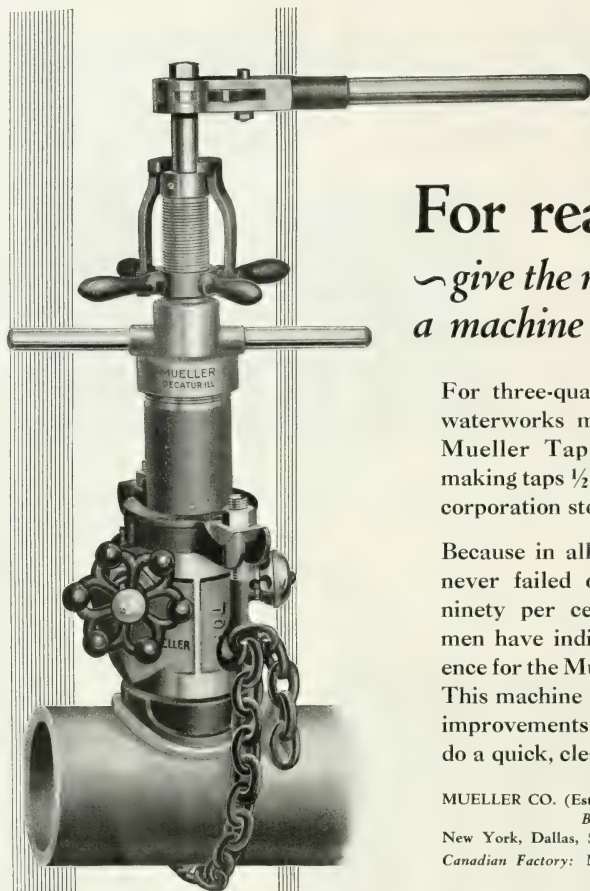
95. A city operating its own water system is liable for illness, such as dysentery and typhoid fever, resulting from impurities in the water.

In an action against the city, evidence that an epidemic of typhoid fever and dysentery broke out in the city shortly after the furnishing of impure water is properly admissible.

**Ritterbusch v. City of Pittsburgh**, 269 Pac. 930 (Cal. Sup. Ct. Aug. 30, 1928).

96. Quo warranto is a civil action, not a special proceeding, and is the only method for determining the validity of annexation proceedings.

(Turn to Page 47)



## For real results —give the man on the job a machine he can work!

For three-quarters of a century waterworks men have used the Mueller Tapping Machine for making taps  $\frac{1}{2}$ " to 1" and inserting corporation stops under pressure.

Because in all this time one has never failed on the job—today, ninety per cent of waterworks men have indicated their preference for the Mueller "B" machine. This machine has all of the latest improvements, making it easy to do a quick, clean job.

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# MUELLER

*Send for complete description of the  
"B" Tapping Machine and list of parts*

# Reviews of Current Books and Reports

## BOOKS RECEIVED

*Urban Sociology.* By Nels Anderson and Eduard C. Lindeman. (Alfred A. Knopf, New York.)

Primarily this book is intended to meet the needs of students engaged in the study of the sociology of urban communities. It is, however, something more than that. There are many persons, not exactly students, who are interested in all matters connected with the growth of cities and in the planning of the physical features in a manner so as to promote that growth in an orderly and economic way. Those engaged in city planning will find the book not only interesting, but essential in setting forth, as it does, the fundamental impulses that have led man kind to flock together in urban relationship. Without such basic knowledge, planning for posterity will be sure to produce some queer results.

*High Power Propaganda.* By H. S. Raushenbush. (New Republic, Inc., 421 West Twenty-first Street, New York; paper, 25 cents.)

This book of nearly 100 pages sets forth in an orderly manner the facts brought to light by the Federal Trade Commission in its investigation of the activities of the National Electric Light Association in generating a public opinion favorable to its interests. The book lacks a proper dedication, and one is hereby suggested:

*To the propagandists of the N. E. L. A.—Morons who lack the intelligence to comprehend the meaning of "Honesty is the Best Policy."*

*Proportional Representation.* By Clarence Gilbert Hoag and George Hervey Hallett. (The Macmillan Company, New York.)

As a theme, proportional representation is not new. Much has been said and written on the subject, and this magazine has given considerable space to its consideration. We had a brief and rather favorable experience of proportional representation in California, but the system of choosing legislative bodies was held by the Supreme Court to be unconstitutional.

By adoption of a recent amendment to our State Constitution we are prohibited any such thing as majority representation, and have provided for a system of geographic

representation. It might, therefore, be well to await the reaction that follows when the pendulum swings highest, before advocating a move ment in the opposite direction.

## REPORTS RECEIVED

*Eleventh Annual Report of the City Manager of Alameda.* Clifton E. Hickok, Manager.

A most creditable report, and one that should be enlightening to the citizenship. It contains statistics that are not confusing; charts that are instructive and pictures that are illustrative. Its concluding pages are devoted to a statement, "What You Should Know About Your City Government," in which is set forth the structure of the city's government, the functions exercised by the various departments and information that is useful to voters and taxpayers. Incidentally, it may be stated that Alameda's municipal light plant produced net earnings of \$143,034.53 during the fiscal year.

*Nineteenth Annual Report of the City of Palo Alto.*

Almost entirely statistical, but certified as being accurate, and should be satisfying to taxpayers. There are brief reports covering the activities of all departments, including those of an advisory character, such as the Planning Commission, Community Center Commission, the Park Commission and the Board of Commercial Amusements. Palo Alto operates its own water system, electric light and power system, gas distribution system, garbage incinerator, and owns a hospital that is operated by Stanford University. Statements of the financial operations of these utilities are complete and are valuable to those statistically inclined. It may be stated that profits of those utilities, amounting to nearly \$85,000, were transferred to the general fund, to the relief of other taxpayers.

*Annual Report of the Board of Public Works, Los Angeles.*

This comprehends the work done by the engineering and construction departments of the city, other than those maintained by the Bureau of Water and Power. Its most noteworthy accomplishment for the year was the completion of the City Hall at a cost of \$5,000,000. It gives in

detail the streets paved, sewers built and other constructive work performed. A graph, which is interesting, shows the relative cost of various types of street pavement.

## ENGINEER NELSON IN CHARGE OF MORRO BAY PROJECTS

NILES H. NELSON, engineer in charge of two sanitary sewer projects and supervisor of construction of water and street development projects in the vicinity of Morro Bay, is one California engineer who rapidly has risen in his profession.

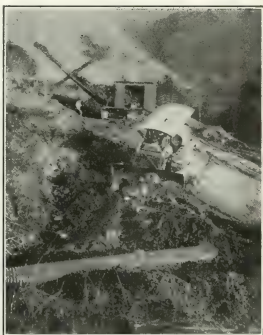
Mr. Nelson was born in Marysville March 13, 1890. He graduated from the San Jose High School, later entered the College of Mines in Col-



orado and was graduated from the University of California in 1913.

In 1914 Mr. Nelson had charge of electrical construction work at the Panama-Pacific International Exposition. Later he joined the engineering force of the City of Berkeley and remained there until 1919, when he entered employ of the California Highway Commission in Shasta county. Mr. Nelson left state employment to join the engineering staff of C. C. Kennedy in San Francisco. Subsequently he rejoined the Highway Commission's personnel, directing construction work in Los Angeles, Sonoma and Lassen counties. In 1926 San Luis Obispo County officials called on Mr. Nelson to direct construction of the pavement of the Coast Highway, which was completed late that year. One of the big jobs undertaken by Mr. Nelson was the supervision of a \$500,000 subdivision development at Morro Beach for C. C. Kennedy.

Mr. Nelson maintains engineering offices in Berkeley and Morro Bay.



## Armco Culverts

installed ahead of road-building operations, enable the contractors to complete civic improvements more quickly—and they constitute *Lasting Improvements*.

Many "automobile-miles" are thus saved. Detours are needed but a short while, if at all. Detours form a mileage charge that is rightly much larger than ordinary highway travel since they traverse such rough byways.

*Save "Automobile-Miles"*

**CALIFORNIA CORRUGATED CULVERT CO.**  
WEST BERKELEY LOS ANGELES

## CALIFORNIA Tax and Appraisal Bureau

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**GET AN ESTIMATE OF THE COST**

# Methods, Materials and Machinery

Up to the Minute News for the Busy Executive

Wagner Electric Corporation announces the addition of R. L. Matthews to the sales force of their Chicago branch office. Ever since leaving Purdue University, where he studied electrical engineering, Matthews has been active in the electrical field, being connected with such organizations as the Michigan Bell Telephone Company, the Armstrong Cork and Insulation Company, and the National Electric Products Corporation.

In designing the new lights, the same features which characterize the standard Milburn lights have been retained, such as the fact that the Milburn light cannot be overcharged. It can be recharged without changing the water, has the automatic burner cleaner which cleans the burner while the light is burning, and has low operating cost (only 3 1-3c per hour for 8000 candlepower, using ordinary carbide).

This dual fuel principle is incor-

porated in single lights of 8000 and 12,000 candlepower and in the duplex light of 16,000 candlepower. This same principle will be incorporated in lights of other capacities on order.

As is well known, the standard Milburn lights also will operate on either carbic cakes or ordinary carbide, but the new light or generators offer certain extra conveniences to those who have occasion to switch from one fuel to another.

## CARBIDE LIGHT

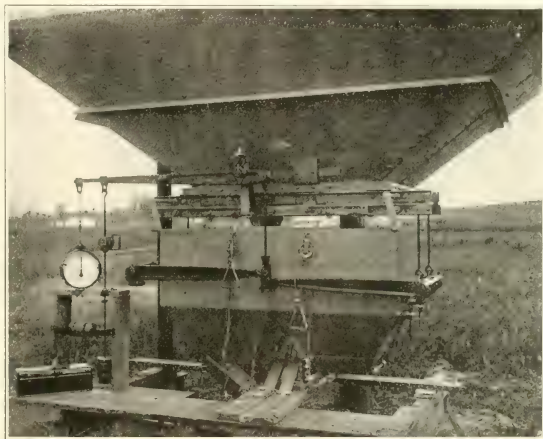
The Alexander Milburn Company of Baltimore announces a new kind of carbide light which will especially operate with either lump carbide or carbic cakes.

This addition to the Milburn line



is to provide a light or welding generator with extra gas storage space, and which does not restrict the user to any particular kind of carbide. This feature always has been the aim of the Milburn Company in manufacturing its products.

The center of the carbide container is a cylinder which holds the carbic cakes and which is equipped with the proper facilities for taking care of the sludge. The outside of this container is filled with conical pockets for the reception of ordinary carbide.



Butler Type H Weight Proportioning Steel Hopper equipped with all-steel scale

The picture here shown is the Type H weight proportioning hopper made by the Butler Bin Company of Waukesha, Wis., whose hoppers have found favor in numerous installations in Los Angeles and vicinity. The hopper consists of two independently operated filling gates and a five-point suspension all-steel scale supporting a two-compartment receiving hopper with separately controlled discharge doors for each compartment. The arrangement has the advantage of weighing each aggregate separately on one scale. The hopper may be operated from a platform under the bin or from the ground level. At the option of the purchaser this Type H hopper may be equipped with a graduated dial

so that the last 150 pounds of each material weighed may be registered on the dial. The hopper is equipped with adjustable baffles so that the volume can be adjusted with the required weight.

These hoppers are in constant use in the several states where aggregates are measured by weight, and they have the approval of the state highway departments. The Butler Bin Company has issued Bulletin No. 150A, which fully describes and illustrates weight proportioning hoppers, copy of which may be had on request from the manufacturers or from the distributors, Concrete Machinery and Supply Company, 777 East Sixty-third Street, Los Angeles.

## CITY OFFICIALS

who are contemplating Water Supply pipe line construction will be interested in

# Hume Centrifugal Concrete Pipe

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## ECONOMICAL    TRANSPORTATION



3½-TON "SCHACHT" TRUCK WITH BARBER-GREENE TRENCH DIGGER, OWNED BY O'CONNELL & SWEENEY, CINCINNATI, O.

THE installation of a Barber-Greene trench digger on a Schacht truck chassis, as shown in the accompanying photograph, is the first application of this kind, and is proving to be an unusually effective combination in the service of O'Connell & Sweeney, general contractors of Cincinnati, who conceived and patented the idea which was worked out in collaboration with George Mueller, chief engineer of the Le Blond-Schacht Truck Company and the Barber-Greene Company.

The building of this outfit was the result of practical necessity, as O'Connell & Sweeney have a two-year contract with the city of Cincinnati to make all taps in city streets for water connections. In view of the fact that these taps are made in all parts of the city, the need was felt for a digging outfit that could be transported rapidly from one job to another.

Photograph No. 1 shows the complete unit with the buckets of the digger elevated ready to move to the job. Photographs No. 2 and No. 3 show different views of the unit with the buckets in the digging position.

A special transmission with an exceedingly low-gear reduction permits a digging speed of 1½ feet per minute. With this outfit only 1½ minutes are required to dig a trench 4 feet long, 4 feet deep and 2 feet wide. The maximum road speed when traveling from one job to another is approximately 18 miles per hour.

One operator can handle and control the complete outfit. A seat is provided on the right-hand side of the chassis, from which the operation of the digger is controlled, as well as the forward movement of the chassis. An auxiliary steering gear is also provided at the side to control forward movement of the truck when digging.

The chassis is of 3½ tons capacity with a wheelbase of 172 inches. It is equipped with a 5-ton engine governed to 1000 R.P.M., at which speed it develops 60 horsepower. Thirty-six-by-eight pneumatic tires (duals rear) provide the necessary traction when operating in soft places and also permit faster running speed when going from job to job.

In view of the exceptionally low-gear reduction with which the chassis is provided in order to make possible the slow speed of 1½ feet per minute when the digger is in operation, it has been necessary to install a safety joint in the drive shaft which will shear off if for any reason the rear wheels become obstructed by an immovable object, thereby preventing the possibility of transmitting a destructive force to the differential gears.

The utility of this outfit has been given a practical test by O'Connell & Sweeney and has been entirely up to every expectation. As many as 43 openings have been made in a single day, yet with this outfit the services of only one man are required. This naturally results in a material saving to O'Connell & Sweeney, in addition to their ability to give better service to the city of Cincinnati.

The Wagner Electric Corporation of St. Louis has just issued a new 52-page catalog describing Wagner distribution transformers in single-phase and three-phase pole type and subway type, in ratings up to and including 500 Kv-a.

Anyone interested in receiving a copy of this 52-page catalog should address Wagner Electric Corporation, St. Louis, Missouri, and ask for Bulletin 160.

#### DEL MONTE HYDRANT

M. Greenberg's Sons, 765 Folsom Street, San Francisco, and 122 East Seventh Street, Los Angeles, recently have placed on the market a new style of their well-known "California Type" fire hydrants.

The "Del Monte," as this new model is known, is a highly serviceable unit, equally well suited to municipal and private installations.



M. Greenberg's Son's Hydrant

As the accompanying illustration shows, the valve assembly has been placed in the head where it is easy to get at for inspection and repairs. The ease with which repairs can be made is one of the leading features of this new model and makes it an ideal hydrant for installations on streets with narrow sidewalks. All working parts can be removed by simply unbolting the six bolts in the head. It takes less than five minutes to remove the valve under field conditions. All repairs and all replacements of parts can be made without removing the hydrant.

The Most Modern of All ASPHALT PAVEMENTS

## NATIONAL CONCRETE

NON-SKID / LOW MAINTENANCE / EASILY REPAIRED

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ARMORED AUTOMOBILES

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The hydrant is of rugged and simple construction and embodies many exclusive features, among them:

All working parts of bronze,

Non-rising brass stem,

Bronze bearing valve guide, eliminating all rattle or water hammer,

Needle point valve, opens with and closes against pressure,

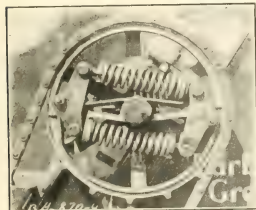
Valve rises clear above all outlets, giving full, unobstructed flow of water from inlet to outlet,

Hard composition, tapered valve, seating on positive bronze seat.

M. Greenberg's Sons have issued a special pamphlet on this new Del Monte hydrant, giving complete information about structural details, sizes, etc. Why not write for a copy? The Del Monte may fill your needs.

### NEW OVERLOAD RELEASE SPROCKET FOR BARBER- GREENE LOADER

The Barber-Greene Company, Aurora, Illinois, has just perfected an automatic overload release sprocket for its large and small bucket load-



ers and coal loaders. This release sprocket, it is claimed, protects completely the machine against all strains on the bucket line. The sprocket has two main elements—the outside race and the inside springs. The chain runs around the sprocket teeth on the outside of the race. The race itself has two raised parts which are in contact with the two rollers of the springs. The spring part is keyed to the shaft. Ordinarily the pressure of the spring rollers against the raised part of the race is sufficient to make the entire sprocket turn together—thus turning the head shaft and the bucket line. However, when a large boulder or any other big solid object tends to stop the bucket line, the springs compress, allowing the sprocket to run and the head shaft to stand still. Every half revolution thereafter the spring rollers come in

contact with the raised parts of the race and force is put on the bucket line. Usually this will free the object causing the trouble and the machine goes on running. If, however, the trouble remains, the removal of the obstacle allows the sprocket to return to running position again.

### SIMPLEX PIPE PUSHING JACK

**P**USHING water or gas pipe, or pipe for electrical service or for oil heating supply, under paved streets or alleys, or under gardens or lawns, irrespective of temperature conditions, is a practical and modern development.

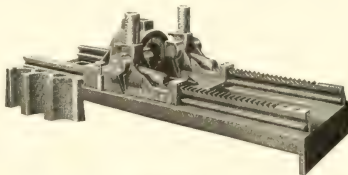
The pipe is gripped by jaws in the center of the jack illustrated, and one or two men operating each of the two levers, cause the pipe to be

each size of pipe requires a set of jaws to conform to the size of pipe, and by which the crushing or distorting of the pipe is avoided.

Laboratory and practical service tests have governed every detail of construction and operation, and the materials used and their design are coordinated for the single purpose of producing service and longevity, and which has made necessary the liberal use of alloy steels and their heat treatment and hardening.

The average time required to push a three-inch pipe through twenty-five inches of solid soil is between five and six minutes, using two men on each of the two levers—or approximately twenty-three man minutes, which time also includes resetting the pushing or traveling portion of the jack.

Bulletins descriptive, or moving



*Simplex Jack*

pushed through the ground powerfully and accurately.

These Simplex Jacks are built in two sizes—the No. 332 for pushing pipe of  $\frac{3}{4}$ -inch to two inches in diameter—and the No. 334 for pushing pipe of two inches to four inches in diameter—a feature being that

picture reels illustrative of the Simplex Pipe Pushing Jacks in action, may be obtained from Messrs. Templeton, Kenly & Company, Ltd., Chicago, who are the sole manufacturers of the Simplex Jacks, or from the sixty-six branch offices of the Graybar Electric Company, Inc.

### IMPROVED PIPE WRENCH

Trimont Manufacturing Company, 55-71 Armory Street, Roxbury, Mass., announces that the new improved Trimont pipe wrench is now ready for delivery. A material increase in strength and safety is said to have been brought about in this new product. Although the contour of the frame has been slightly extended, the appearance of the new Trimont remains practically unchanged from the old, and the parts of the old and new wrench are interchangeable throughout. According to the company, an entirely new

method of heat treating gives the handle far greater strength and toughness than ever before, while the swinging steel frame, although not materially changed in appearance, has also been greatly strengthened. Overlapping side lugs, integral parts of the handle, brace the frame against lateral distortion or spreading. The design of these reinforcing lugs furnishes a safety feature without hampering the action of the frame or adding to the bulk of the wrench. The replaceable insert lower jaw and the nut-guards, which protect the adjustment, are features of the new Trimont.



*Trimont Wrench*

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ARCHITECTURAL TERRA COTTA, PRESSED BRICK  
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"We do not hesitate to say that our experience with the Fess Rotary Burner is the most satisfactory in every way. We have had quite a number of the Burners in operation and have been satisfactory, although the repairs have been more, due possibly to the fact that they have had several different representatives here in our city and the service behind them has not been as good as that behind the Fess Burner, which have had the same agency for a period of ten or twelve years and has been eminently satisfactory."

*SPECIFY AND INSIST  
UPON*

**FESS SYSTEM**

**FESS SYSTEM COMPANY**

218-220 Natoma Street  
San Francisco California, U. S. A.

## SECRETARY'S PAGE

(Continued from Page 31)

carries an appropriation of \$65,000, and the bill which would authorize sewer rentals were submitted at the next meeting of the legislative committee that was held at the Hotel Senator on the afternoon of Wednesday, January 16, 1929. These bills subsequently were introduced in the Senate.

Another bill of interest to cities of the fifth and sixth class which also has been introduced eliminates certain provisions of the Pension Act of 1927 which makes the measure applicable to cities of the fifth and sixth class. The inclusion of fifth and sixth-class cities under the Pension Act was incorporated inadvertently by the Legislature two years ago.

The new measures which undoubtedly will be the subject of hot discussion at the reconvening of the Legislature are those having to do with proposed amendments to the so-called "Mattoon Act," to wit, the A and I Act of 1925. There is a very strong line-up on both sides of the various amendments. On one hand, we have the bond houses which have been enjoying a monopoly of the securities issued under the 1911 Act and the 1915 Bond Act, while on the other hand, there are those who are inclined to favor the Act of 1925 because of the low interest rates obtained. There is no doubt but that the interests of the property owners and people at large lies in retaining the Mattoon Act substantially as it stands at the present time with the exception of a few amendments that would prevent its misuse by enthusiastic subdividers whose sole interest is of a mercenary character rather than the improvement of property. Those who want to see the Mattoon Act wrecked are raising all kinds of objections against it, pointing out several instances where it has been misused and claiming on that ground alone it should be struck off the statute books. However, they entirely ignore the fact that the 1911 Act and the Road District Improvement Act of 1907 have been subject to misuse.

On the other hand, the friends of the Mattoon Act show that under its provisions adequate notice must be given to the property owners of the proposed improvements, and that no foreclosure sharks can thrive under its provisions.

Because of the many attractive features of the Mattoon Act bonds recently have been sold for the improvements under its provisions at very attractive rates. For instance,

in District No. 136 of the county of Los Angeles, for the improvement of Mines Avenue, the bonds were sold at a 5.76 per cent basis, while in District No. 17 the bonds were sold on a basis of 5½ per cent. Still better figures were obtained in Pasadena, where bonds issued under the Mattoon Act for the improvement of Colorado Street, having an interest rate of 5¼ per cent, were sold at a premium of \$11,279, involving an ultimate saving to the property owners of more than \$400,000.

In view of these facts, it would seem that the line-up on these amendments would mean an array of the old bond houses and their friends on one side, with a large number of the progressive banks and bond houses lined up on the side of the people and property owners.

The next measure given attention was that of allocating a share of the gasoline tax to the cities. City Attorney Butts of Fresno reported that he had interviewed Assemblyman Leymel, who had agreed to introduce the bill. The views of the committee were then transmitted to the legislative counsel for drafting in form and submission through the Assembly.

Both Kirkbride and Assemblyman Brock were absent at the second meeting of the committee so that the matter of reporting on the amendments to the recall law fell upon the chairman. The bill submitted, and which has been introduced, provides that no recall petitions can be circulated until notice of intention containing the reasons in not more than 300 words in length, has been published in a newspaper, together with the answer of the officer sought to be recalled, justifying his course. It also is provided that petitions cannot be circulated on private property, but signatures must be solicited on the sidewalk or other public places. However, the most important and significant amendment is one that provides that the only proposition which would be submitted to the electors is the question whether the officer attacked shall be recalled or not. There will be no election for successors, but in case the recall is successful and a vacancy results, it is filled by the legislative body in the same manner as other vacancies.

The sub-committee on alternate specifications was not able to report at the meeting, but a letter was received from Mr. Johnson of Stockton, one of the members of the committee, stating his willingness to prepare such a bill. Senator Boggs expressed himself as ready to introduce the measure.

## Important Zoning Decision

On November 19, 1928, the Supreme Court of the United States rendered a decision interpreting a certain provision of an ordinance of the City of Seattle which nullifies similar provisions in many California ordinances.

The Seattle ordinance provided that certain multiple dwellings might be erected in the district set aside for single family residences if the applicant secured the consent of two-thirds of the adjoining property owners. The trustee of a home for the aged poor which was located in a single family district was denied a permit to reconstruct the home on the ground that he had failed to secure the written consent of a majority of the property owners in the neighborhood, as required by the ordinance.

The matter being taken to court, the ordinance was sustained by the Superior Court of Kings County and later upheld by the Supreme Court of the state. From this decision an appeal was taken to the Supreme Court of the United States with a result that that court held the provision involved an attempted delegation of power that cannot be sustained and the restriction sought to be put upon the permission was arbitrary and repugnant to the due process clause of the constitution; wherefore, it was the duty of the superintendent to issue the building permit and the judgment of the lower courts was reversed. (*State of Washington vs. Roberge No. 29*, Supreme Court of the United States.)

## POLICE GROUPS

Three police organizations will convene in Oakland next year at the same time, advices to the Convention Bureau indicate.

The International Association for Identification, the Peace Officers' Association of California and the Sheriffs' Association of California will meet simultaneously for seven days, beginning on the tentative date of August 1, 1929, because of the close relations of the groups.

Thirty-five hundred delegates from all quarters of the globe will be in attendance.

## Low Death Rate

Ohio had the lowest death rate among the states of more than four million population from 1921-7, according to New York Department of Health report. This is due in part to the fact that Cleveland for some years has had the lowest death rate among the larger cities.

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Broadway at Sixth Street Oakland, Calif.



## RECENT COURT DECISIONS

(Continued from Page 35)

There is a reasonable basis for the establishment of different periods of limitation in actions contesting annexation or consolidation proceedings and actions attacking the original incorporation of municipalities although quo warranto would lie in either case.

Section 34902, Code of Civil Procedure, prescribing a limitation of three months, applies to quo warranto proceedings brought in the name of the people and is not unconstitutional.

**People v. City of Los Angeles**, 269 Pac. 934, 3rd Dist. Ct. of Appeal, Aug. 17, 1928; hearing denied by the Supreme Ct. Oct. 15, 1928.

97. Detention in a juvenile detention home without an order of court constitutes false imprisonment.

In an action against several defendants, including the superintendent of a juvenile hall, for false imprisonment of a minor, it is not necessary to particularize the individual acts of the superintendent.

**McAlmond v. Trippel**, 269 Pac. 937, 3rd Dist. Ct. of Appeal, Aug. 22, 1928.

98. An ordinance prohibiting the parking of taxicabs except at designated stands and under permit from a city board is not unconstitutional.

It will not be assumed that official authority will be arbitrarily or unreasonably exercised, and no person has an inherent right to use the public highways as a place of business. The courts will not interfere in the absence of a showing of an unfair exercise of the power granted by the ordinance.

**Ex parte Graham**, 269 Pac. 183, 2nd Dist. Ct. of Appeal, Div. 2, July 6, 1928.

99. Assessments on land in a drainage district are limited by the benefits derived from the work done. One tract of land in such a district may not be assessed beyond the benefits conferred thereon because taxes levied on other lands in the district are uncollectable, although bonds of the district are general obligations and the district be assumed to be a municipal corporation.

All persons dealing with the district are charged with notice of its legal powers, and a bondholder has notice that the limit of liability of any landowner is the benefit conferred on the land.

**Campbell v. Millard County Drainage Dist.** No. 3, 269 Pac. 1023 (Utah 1928).

*The "SALAD BOWL"*

Crisp, savory salad—as many servings as you wish—dettily lured from the big Salad Bowl to sparkling china . . . dining cars restocked daily with freshest produce of the countryside . . . and through the car window, clicking past, a fascinating review of the Overland Trail country—famous since the days of '49.

*"San Francisco***Overland Limited"***Over the direct route to the East*

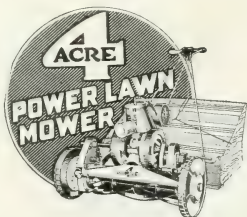
A transcontinental aristocrat in comfort appointments. The fastest time over the most direct line East, only 61¼ hours San Francisco to Chicago.

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Your choice of three other great routes returning. Go one way, return another.

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## NASH WATER METERS

The NASH has every good point to be expected in a disc meter. It is accurate. It is strong. It is simple in design and carefully built. It is exceptionally easy to take apart for examination or cleaning. It is an all bronze meter. The measuring chamber closes by friction—no screws. The intermediate is enclosed. The disc is well balanced, conical and reinforced. An interesting point of design in the NASH is that it does not need, and therefore does not use a "thrust-roller." The arrangement of the ports and the careful balance of the conical disc make this additional mechanical part unnecessary.

Over forty years ago we started experiments for perfecting the nutating disc principle for measuring water, and we were the first to apply for a patent on this type of meter. We have never ceased to experiment and improve, always with the single aim of making a thoroughly reliable and satisfactory article. The NASH of today fully comes up to this ideal.

### NATIONAL METER COMPANY

SAN FRANCISCO  
1048 Folsom Street

NEW YORK  
299 Broadway

LOS ANGELES  
645 Santa Fe Avenue

## STATION U N I

(Continued from Page 29)

old Puritan inhibition or the concomitant of the freedom that has come to us as the result of industrial civilization. Very likely the latter. Shorter hours of labor gives us the time; our tasks are mechanical and exacting while they last, but when completed we seek to do something that gives us diversion if not real pleasure. Seriously, I do not believe that what generally is called play gives us much real enjoyment. At best it is transient. To many individuals there is such a thing as enjoyable work—things to do for themselves and for others. This I am ready to admit: play is a good substitute for some kinds of work. I do maintain that some kinds of work are a good substitute for play, especially some of the forms of play that are indulged in by many persons.

*Pause for station announcement.*

Those that are interested in the subject of garbage disposal will be pleased to learn that a new method of disposal is being introduced in this country and is known as the "Becarri system." It has been in use in Italy and southern France for some years. The system operates by natural fermentation carried on in suitable cells or chambers. By this simple process, garbage and other organic refuse can be converted into an odorless and inoffensive humus that has a commercial value. City Managers and others confronted with garbage problems can write for particulars to W. L. Douglas, City Manager, Dunedin, Florida, where that sort of plant is being constructed.

The people get the kind of government they deserve; but frequently they have to wait a long time before getting it.

Lives of rascals oft remind us

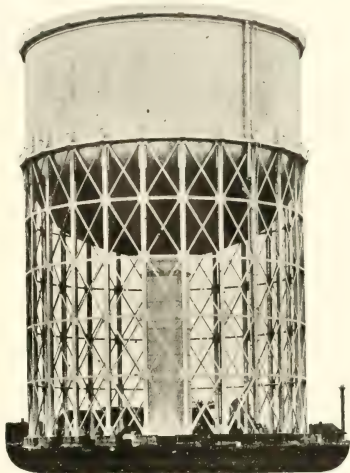
We should keep our fingers clean.  
Else in departing leave behind us

Soot prints where they can be seen.

If any of my listeners-in desire special matters considered in next month's program, send the requests to this station.

Dr. M. S. Edgar has been appointed city health officer of San Anselmo to succeed Dr. O. W. Jones, who has occupied the office for many years.

## "There Is No Substitute for Experience"



TOWER TANK, CHARLESTON, SOUTH CAROLINA

*Largest Elevated Steel Tank with Self-Supporting Bottom in the world. Capacity two million gallons. Protected on the interior with Wailes Dove Bitumastic Solution and Enamel*

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Whitehall Building, New York

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**WANTS POSITION**  
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# Pacific Municipalities

Vol. XLIII

FEBRUARY, 1929

No. 2



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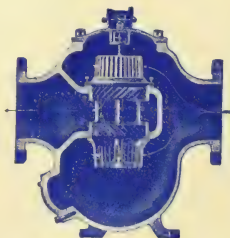
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320 Market Street

LOS ANGELES OFFICE AND WAREHOUSE  
701 East Third Street



TRIDENT CREST

# Pacific Municipalities

CALIFORNIA OREGON WASHINGTON IDAHO NEVADA ARIZONA

Publication Office: 1095 Market Street, San Francisco, Calif.

Three Dollars a Year. Single Copy 25 Cents

*A Monthly Review of Municipal Problems and Civic Improvements*

Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

Entered as second-class matter March 22, 1913, at the Post Office at San Francisco, California, under the Act of March 3, 1879.

Thirtieth Year

## LEAGUE OF CALIFORNIA MUNICIPALITIES

Chancery Building, 564 Market Street, San Francisco

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H. A. MASON . . . . . Secretary-Treasurer

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## Costs Less...Lasts Longer

...this better type of pavement!

THE laying cost of an asphalt pavement is slightly less than other types. Its *greatest economy*, however, lies in the fact that asphalt pavements **LAST LONGER**. Many are still giving satisfactory service fifteen years after the original jobs were laid.

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# EDITORIAL PAGE

## *For the Bouquets, Thanks*

THE January issue of PACIFIC MUNICIPALITIES, in its new dress and size, met with such hearty approval from so many sources, we desire to lose no time to express our profound gratitude for the fine sentiment expressed. We have been overwhelmed with letters and messages of commendation from every section of California, from Washington and from Oregon.

The letters and messages came from many readers of PACIFIC MUNICIPALITIES, including state, county and city officials, business men and citizens interested in civic affairs, generally.

To indicate the sincere nature of the praise that has come to us, PACIFIC MUNICIPALITIES is reproducing a number of the letters received since our January issue came off the press.

We have believed always it is better to bestow flowers upon the living than to make great ado over the dead. A pat on the back produces in the heart a determination to keep on going. It is in that spirit PACIFIC MUNICIPALITIES accepts the praise we have received.

With our sincere thanks for the bouquets, this magazine rededicates itself to the interests of the legion of friends who have been kind enough to say that our initial effort gives proof of our intention to give our readers a magazine rich in interest and service.

An act passed at a recent session of Congress, which permits the Federal Government to assume half the cost of wayside planting along Federal-aid highways, will give considerable impetus to the movement long fostered by women's clubs and other social organizations. Its effect will be quickly evident in an improvement of the appearance of the main interstate roads, in the opinion of the director of the Bureau of Public Roads of the United States Department of Agriculture.

Latest available figures show that twenty-five states have no laws governing tree and shrub planting along highways. A few of the remaining twenty-three have good laws, but the majority have indifferent ones.

The Massachusetts Department of Public Works and the highway and forestry departments of other states have demonstrated what can be done at small cost to beautify the roadsides by judicious planting of native trees and shrubs.

## *For the League's Convention*

AS ANNOUNCED in the January issue, PACIFIC MUNICIPALITIES renews the attention of our readers that the annual convention of the League of California Municipalities will be held in Oakland this fall.

Oakland city officials are making preparations for elaborate entertainment of League members, their families and friends.

In a recent visit to the Southland, a representative of PACIFIC MUNICIPALITIES was assured that the various communities in that section are looking forward to the Oakland convention, which promises to be the greatest in the history of the League.

In this issue PACIFIC MUNICIPALITIES again is pleased to give our readers a number of feature articles on Oakland city officials and departmental activities. That policy will be maintained during the months prior to the convention with a view to acquainting League members as to who's who in the great city where rail, air and water meet.

"Signing the highways" long has been a topic for departmental consideration. Some have done little, others a good job, and some have "oversigned" their highways.

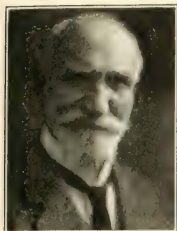
One often reads newspaper accounts of patients who take an overdose of doctor's medicine and die. The motorists in some localities are in the same position—overdoses of "signs" cause near death to many good trips, and traveling is hard work.

Whoever is in charge of signs in your highway department should study the situation carefully, and erect signs at every place where the motorist can go wrong or is in danger. No other directions are necessary. One sign correctly placed is better than ten signs placed hit or miss.

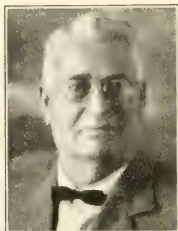
Life is not easy. For most of us there is no material reward without hard work. The municipal service is exacting; but it is an honorable service, worthy of your best efforts and your fullest faith. If you doubt it, don't sign up. If you believe it—and I believe it—you'll get a lot of joy out of the new job.—City Manager John N. Edy, Berkeley.

Have unbounded faith in your city.





C. D. MARX  
*Chairman Public Works*  
PALO ALTO



F. S. WEBSTER  
*City Clerk*  
BURBANK



CARL E. NICHOLS  
*Plumbing Inspector*  
SAN BERNARDINO



JESS E. STEPHENS  
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LOS ANGELES



GRACE L. MAY  
*City Clerk*  
BREA

## California Executives

(SERIES No. 2)

Portraits of men and women who  
devote their efforts to the upbuild-  
ing of the Golden State



KATHLYN SULLIVAN  
*Policewoman*  
SAN FRANCISCO



LOUIS BELLONI  
*Chief of Police*  
SOUTH SAN FRANCISCO



EUGENE W. SMITH  
*City Clerk*  
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V. VAN RIPER  
*Clerk, Auditor, Assessor*  
BAKERSFIELD



ED. W. BEALE  
*Dept. Public Health*  
SAN DIEGO



DR. I. L. FINKELBERG  
*City Health Officer*  
SAN BERNARDINO



EDWARD A. HOFFMAN  
*City Engineer*  
RICHMOND



C. E. TOVEE  
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CHICO



OSCAR G. KNECHT  
*Chief Bldg. Inspector*  
SAN DIEGO



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Recommendations for proper Airport surfacing submitted on request.

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*Special*

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When you write, why not mention Pacific Municipalities?

# What Pacific Municipalities Means to Readers

Of the Hundreds of Letters of Commendation Received by This Magazine After the January Edition Was Issued, a Number Are Herewith Reproduced

John J. Sippy, M. D., District Health Officer, Stockton—Your new "Pacific Municipalities" is "nifty" and I am sure that with a few more issues like this one, it is going to arouse new interest in the League's activities.

Congratulations on your enterprise and best wishes for a long life for the publication.

S. E. Smiley, Colonel U. S. Army, Retired, Berkeley—Have just received my January number of Pacific Municipalities. Allow me to congratulate you and your associates on this splendid number, on its new dress, and on the enlarged scope of your valuable magazine. The illustrations are most attractive.

With best wishes to Pacific Municipalities in its consistent efforts to interpret the aspirations, represent the best interests, and unite the communities, of the increasingly important Western Gateway of our country—its Pacific Coast.

Clinton Rogers Woodruff, Honorary Secretary, National Municipal League, Philadelphia, Pennsylvania—I want to congratulate you most heartily on the new dress of Pacific Municipalities. It makes a handsome showing and a worthy setting for the splendid work you and your colleagues have been doing.

With sincere personal regards and best wishes for the successful continuation of your work.

A. E. Sunderland, Mayor, Fresno, California—Permit me to express

my extreme pleasure for the January issue of the Pacific Municipalities. The new form which this magazine has taken on is very gratifying; not only the size, but the general make-up is a wonderful improvement over the past issues and I am sure will be more generously read by everyone receiving it because of noticeable changes for the betterment of all, which receives my hearty approval and best wishes that the progressive step taken may be continuous.

California City Managers' Association, J. W. Charleville, President, Glendale, California—I wish at this time to congratulate you upon the January number of Pacific Municipalities. I believe you have not only increased the efficiency of this publication from the personal appeal that it has, but also from the type of articles it contains and the set-up of the publication. Thanks very much for the article regarding Glendale's new substitution. We will have another one for you shortly regarding the completion of a six-story office building to be used by the city.

Norman E. Malcolm, Malcolm & David, Palo Alto, California—I have just received the Pacific Municipalities in its new dress for the month of January, 1929. Permit me to congratulate you upon the new style and appearance of our official organ. It certainly will take its place and rank among the best municipal publications.

D. E. Graves, General Manager, H. V. Carter Company, San Francisco, California—You are to be congratulated on the January issue. It surely is a fine looking Journal, has a wealth of splendid articles and in every way is a most creditable publication.

J. C. Albers, City Engineer, City of Beverly Hills, California—I believe that the Pacific Municipalities Magazine in its new style is in a class by itself. I have discussed the future of this magazine with a number of officials in this vicinity and we are unanimous in the thought that it excels in interest and importance to city executives any other magazine on the Pacific Coast. I assure you of every best wish for its success.

Gordon Whitnall, Director-Manager, Board of City Planning Commissioners, City of Los Angeles, California—Of course, the true value of a magazine lies in what is inside. And yet who would deny that the appearance of the package a thing comes in, is important.

Real brains may lay either under well groomed hair or a tousled mop, but I like to associate better with the former. Pacific Municipalities has combed hair without disturbing the brains underneath.

John N. Edy, City Manager, City of Berkeley, California—For some time I have intended to write you to commend Pacific Municipalities in its new form and arrangement. The January issue of the magazine was readable and thoroughly good.

## Spring Conference California Sewage Works Association

E. A. REINKE, Secretary-Treasurer of the California Sewage Works Association, has announced a two days' Spring Conference of the Association, to be held in Fresno, March 20 and 21. Association headquarters will be maintained at the Fresno City Hall, Department of Public Works.

An interesting program has been arranged. The address of welcome will be made by Mayor A. E. Sunderland of Fresno.

Among those who will present papers are: Herbert Paterson, Assistant City Engineer, Long Beach; Thomas Warburton, Councilman, Madera; L. H. Gadsby, City Engineer, Visalia; W. B. McWharter, Superintendent of Sewers, Exeter; C. C. Kennedy, Consulting Engineer, Lemoore; Andrew Jensen, Commissioner of Public Works, Fresno; Professor Charles Gilman Hyde, University of California; F. J. Rossi, Modesto and R. M. Berryhill, Tulare.

The officers of the California Sewage Works Association are: Leon B. Reynolds, President; F. A. Batty, First Vice-President; B. J. Pardee, Second Vice-President; E. A. Reinke, Secretary-Treasurer; F. M. Lockwood, A. W. Wyman, Philip Schuyler, A. K. Warren and C. G. Gillespie, Directors.



CHARLES C. YOUNG  
*Commissioner of Public Health and Safety*  
CITY OF OAKLAND, CALIFORNIA

## Charles Clinton Young

THE City of Oakland is fortunate in having on its Board of Commissioners a man of the character and caliber of Charles C. Young, who has a reputation as an able and efficient civil engineer, whose wide and varied experience has qualified him for the position he so satisfactorily is filling.

Mr. Young was born in Davenport, Iowa, October 21, 1885, a son of Clarence Teal and Alida Virginia (Mack) Young. In the paternal line, Mr. Young is of English descent, the progenitor of the family in this country having been Ninian Young, who came from Yarmouth, Norfolk County, England, not later than 1745 and settled at Fallowfield, East Fallowfield Township, Chester County, Pennsylvania, where he died in 1765. He was the father of Robert Young, born in 1748, who served as wagonmaster with the Pennsylvania forces during the Revolutionary War, and as assessor of Newlin Township, from 1777 to 1786. He died in 1814.

AMONG his children was Thomas Young, a farmer, born in 1787 and died in 1845. He was the father of David Theodore Young, born in 1829, and became a carriage and wagon builder in Davenport, Iowa, where he died in 1905. He served as a private in the Union Army during the closing months of the Civil War. He married Miss Sarah Humphreys, of English birth. The sword used by one of her ancestors in the battle of Waterloo is now in possession of Charles C. Young. David T. and Sarah Young were the parents of Clarence Teal Young, born in Orville, Wayne County, Ohio, March 12, 1854, and died in 1906. He, too, was a carriage and wagon builder in Davenport, Iowa. The estimate of his life and character is summed up in the words, "Just a good man and a father to be proud of."

CHARLES CLINTON YOUNG remained in Davenport until he was 13 years old. In the public schools of that city he received his elementary education, which he continued in the schools of Boulder, Colorado, to which city the family moved in 1898. A year later they went to Denver and during the ensuing twelve months were successively at Leadville, Glenwood Springs and Grand Junction, Colorado, Salt Lake City, Utah, and in Oakland, California, where Mr. Young has made his home since 1901. After coming to Oakland he completed his high school education. In 1902-3 he was variously employed and during that period took up the study of civil engineering, which he continued through following years, acquiring a comprehensive knowledge of the subject, as well as valuable practical experience.

From 1903 to 1905 Mr. Young was employed as a block signal operator on the Southern Pacific Railroad. For a few months he served as assistant agent for that company at Berkeley, California. From 1905 to 1907 he was with an engineering party for the Southern Pacific, serving successively as stakeman, chainman, rodman, estimator and propleman. In 1907 he went to Mexico as draftsman for the San Diego & Arizona Railroad, and on his return to Oakland, entered the

office of the City Engineer as a draftsman. He was promoted to the position of Chief Draftsman and later to Office Engineer, which position he held until 1917, when he accepted a position as assistant manager of the Orange Blossom Candy Company, of San Francisco. Later he served as valuation engineer for the United Railways of San Francisco, with which he remained until February, 1918, when he became construction engineer for the Hercules Powder Company. He remained with that concern until October, 1918, when he was commissioned a first lieutenant of engineers in the United States Army and was stationed at Camp Humphreys, Virginia, assigned to headquarters duty under Major Cochrane. He was honorably discharged in March, 1919, after which he returned to Oakland to re-engage in business as a private civil and consulting engineer on land subdivisions, surveys and road and sewer construction.

ON MAY 10, 1927, Mr. Young was elected a Commissioner of the City of Oakland, assuming the office July of that year, and was assigned first to the Department of Revenue and Finance, but later was transferred to the Department of Public Health and Safety. He has proven well fitted for that important position and is giving to his city loyal and satisfactory service.

On December 3, 1910, in the First Congregational Church in Oakland, Rev. Charles R. Brown performed the marriage ceremony of Mr. Young and Miss Christina A. Christie, who was born September 12, 1888, of Scotch ancestry. Her parents, Joseph L. and Jeanette Christie, natives of Nova Scotia, reside in Oakland. Mr. and Mrs. Young are the parents of a son, Charles Clinton, Jr., born March 12, 1915, now a pupil in the Alexander Hamilton Junior High School, and a patrol leader of Troop 48, Boy Scouts of America.

POLITICALLY Mr. Young is a Republican, while his religious connection is with the First Congregational Church of Oakland. He is a member of Sequoia Lodge, No. 349, F. & A. M., of which he was Master in 1917; Oakland Chapter No. 8, O. E. S., of which he was Worthy Patron in 1926; the Patrons Association of the Order of the Eastern Star, of which he was president in 1926; Oakland Homestead, B. A. Y.; the Loyal Order of Moose, Oakland Lodge of Elks, No. 171; the Scouts, the American Legion, the Athens Club and the California Grays, being captain of the Oakland company. He is president of the East Bay Sector of the Association of the Army of the United States. From 1919 to 1923 he held a commission as first lieutenant in the United States Engineer Reserves, and now holds a commission as captain in command of Headquarters and Service Company of the 316th Engineers. A man of earnest purpose, sterling character and splendid personal qualities, he commands not only the confidence and respect of the people of Oakland, but also the friendship of all with whom he has been associated, and is regarded as one of the representative men of his community.

# A non-skid pavement ~every car in its own lane~ that's **SAFE** driving

It's great to drive over a pavement like this. Plenty of room—two lanes each way—and an asphaltic concrete *non-skid* surface.

You have a safe feeling the second your car strikes it. It looks safe. It *is* safe—rain or shine.

It's pleasing to look at—non-glaring and smooth to drive over.

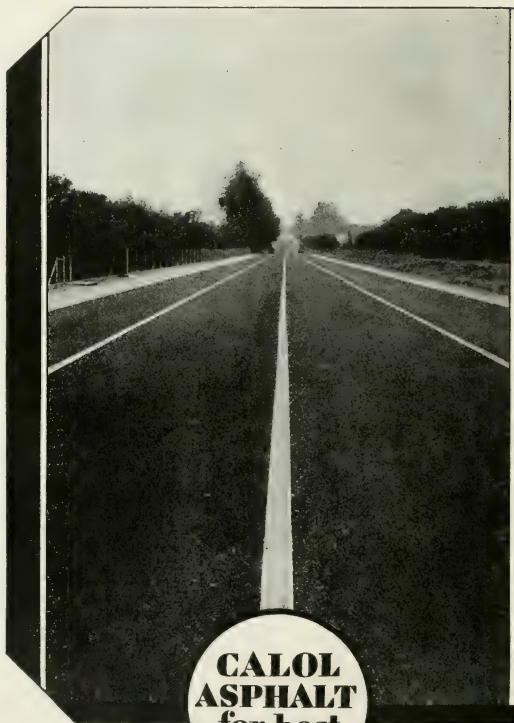
Asphaltic Concrete non-skid pavements were developed, and have been adopted as "standard", by the California State Highway Commission.

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ASPHALT  
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# Asphaltic **CONCRETE** **NON-SKID** pavements

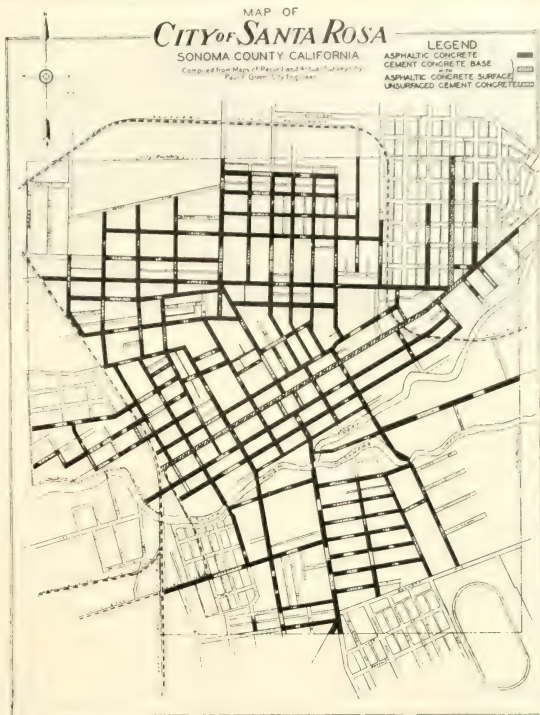
When you write, why not mention Pacific Municipalities?

# Santa Rosa's Pavements

By ARTHUR P. NOYES

City Engineer

Plots & Exchanges "The Roadrunner"



IT is a pleasure to respond to the invitation of *Pacific Municipalities* to furnish a brief statement covering the way in which the City of Santa Rosa is endeavoring to meet the most urgent problem confronting the rapidly growing communities of today, that of adequate and economical street improvements. Like many of her sister communities of a decade past, Santa Rosa was a city of macadam streets; today it is having completed a paving program that will provide modern hard surface pavements throughout the entire city, aggregating approximately forty miles.

In presenting her solution of a paving question, it is only fair to say that Santa Rosa's problem is not complicated by heavy costs of grading operations. Topographically, the city is favorably situated for street improvements. Compact, comparatively level, with a general slope to the west of about one per cent.

The writer of these notes served the City of Vallejo as City Engineer during the period when a great

deal of street work was carried out and is not unmindful of the advantages accruing from favorable topography. In Santa Rosa, the question of street grades and cost of

preliminary grading operations are a minor consideration, while in Vallejo these items were of major importance, and overshadowed the obviously more important matter of



Santa Rosa, Benton Avenue; paved in 1923 with 4-inch asphaltic concrete (Warrenite) by the Warren Construction Company. Has given excellent service, with negligible maintenance.



*Santa Rosa, College Avenue; paved in 1922 with 4-inch asphaltic concrete by the Warren Construction Company. Pavement is in excellent condition, and has required a minimum of maintenance costs*

choice of the proper type of pavement to be constructed.

The transition from waterbound rock to the present type of construction was made gradually, resulting in trying out various processes, patented and open specifications, two course and single course, hot and cold mixed. For the last four years the city has adopted exclusively an open specification asphaltic concrete one-course pavement, three inches thick on a compacted waterbound macadam base four inches

thick. More than 4,000,000 square feet of pavement of that character has been constructed, all of it being carried out under the provision of the Improvement Act of 1911, and at a contract cost of 17½ cents per square foot where the streets were suitably macadamized, and at 20½ cents per square foot when a new base of rock was required. Incidental expenses of all kinds have been covered by an additional charge of ½-cent per square foot. Maintenance costs have been nom-

inal, and have consisted in applying a protective coat where slight cracks have developed, due in all cases to improper backfilling of ditches cut through old macadam for sewer, water and gas mains and services. In our experience here a very hopeful and satisfactory outlook has developed, due to the confidence and support of the property owners. The City Council is harmonious and progressive; protests are almost a negligible matter, and the financing of the improvements is on a sound basis; serial bonds covering unpaid assessments are decreasing in proportion and advancing in value. At the present time they are worth par or better, and represent about 20 per cent of the aggregate of the assessed costs. They are disposed of locally, and are in demand.

No attempt will be made to enter into technical details of our methods. The city engineer will be glad to hear from anyone desiring information of that character, and will supply our specifications on request.

The American Legion of Mesa, Arizona, plans a municipal airport between Mesa and Tempe.

## Oregon Completing Vast Highway Program

By ROY A. KLEIN

*Oregon State Highway Engineer*

THE Oregon State Highway Commission, through Commissioners H. B. Van Duzer, C. E. Gates and Robert W. Sawyer, recently submitted to Governor I. L. Patterson of Oregon the commission's report for the period December 1, 1926, to November 30, 1928.

In part, the report says:

The completed program for the biennium totals 0.8 miles of pavement, 107.6 miles of bituminous macadam, 619.6 miles of oiled macadam, 209.8 miles of crushed rock or gravel surfacing, 154.7 miles of crushed rock or gravel resurfacing, 147.7 miles of grading, and 32.9 miles of grade widening. The forest road construction as reported by the United States Bureau of Public Roads is 71.1 miles of crushed rock or gravel surfacing, 41.9 miles of grading, and 21.7 miles of grade widening, and the improvement within Crater Lake National Park on state highway routes totals 12.0

miles of oiled macadam. The counties, as cooperative aid on the state highway system, have surfaced 5.6

miles and graded 23.4 miles with their own forces.

The total amount expended through the state highway fund in the biennium, including cooperative county payments, but excluding market roads, is \$20,531,687.18, of which state funds total \$17,449,814.70; county, \$1,302,305.17; miscellaneous sources, \$85,605.47, and federal aid, \$1,693,961.84. Of the state funds, the sum of \$6,599,276.86 has been used for the payment of principal and interest on the bonded indebtedness. Included in the above state funds there is \$250,943.85 of state funds expended for forest highways, to which was added \$160,155.15 of county cooperative funds and government forest highway funds of \$582,789.12, making a total forest highway expenditure on state highways of \$993,888.12. Forest highway funds are expended under the supervision of the United States Bureau of Public Roads and the fed-



ROY A. KLEIN  
*Oregon State Highway Engineer*



*The Dalles-California Highway through pine forest between Bend and Klamath Falls*

eral and county funds do not pass through the state highway fund.

The gross expenditures of the commission, not including market roads, over a twelve-year period have been \$119,533,609.23, of which \$13,878,181.63 is county funds, \$11,670,376.39 government funds, \$548,280.41 funds from miscellaneous sources, and \$93,436,770.80 state funds. Of state funds, the sum of \$22,570,095.54 has been used in the payment of principal and interest on bonded indebtedness.

#### Numerous Contracts Completed

The commission has continued the well-established policies of its predecessors, and the construction program of the biennium has consisted in a large measure of completing unfinished contracts carried over from the previous year, placing under contracts units in uncompleted gaps of main through highways and extending branch highways and connections as fast as funds were available, so that the public might secure the maximum benefit from the improvement. The policy of surfacing graded roads as soon as the roadbed has become thoroughly settled has been followed consistently.

The outstanding features of the work of the biennium follow:

The Pacific and West Side Pacific highways have been considered as completed, but betterments have been necessary. Of bridge replacements, mention is made of the Rogue River bridge at Gold Hill, Foothills Creek bridge near Gold Hill, and the Luckiamute River bridge near Monmouth. To straighten and widen the Pacific highway between Canemah and New Era, a contract covering 4.67 miles was awarded in the spring of 1928. The grading has been completed. It is expected to pave this unit with pavement twenty feet wide in 1929. The improvement includes a reinforced concrete bridge across Parrott Creek at New Era

Station. Through a cooperative agreement with the Southern Pacific Railroad Company, the revised alignment has been laid so as to permit future straightening of the Southern Pacific tracks and the addition of a second main line. The railroad company is paying for all additional work of such nature.

#### Highways Are Widened

Of importance to the state highway program is the widening and straightening by Multnomah County of state highway routes leading out of Portland. On the lower Columbia River Highway toward Linnton 4.4 miles of eighteen-foot pavement has been increased to thirty-eight feet wide and 1.9 miles to twenty-seven feet wide at a cost of \$400,497. On the upper Columbia River Highway on the Sandy Road 1.5 miles of pavement has been widened from eighteen feet to thirty-six feet and 5.8 miles to twenty-seven feet at a cost of \$216,197. On the Pacific Highway south there was an extensive grading program 1.5 miles in length which eliminated bad alignment and grades, 1.1 miles of new

pavement twenty-seven feet wide was laid and 0.4 mile was increased in width to thirty-six feet, while 1.2 miles were increased to 28.75 feet in width at a total cost of \$203,569, which included a concrete bridge at Riverdale costing \$27,470.

#### Highway Pavement Widened

On the West Side Pacific Highway 0.6 mile of pavement has been widened from eighteen feet to thirty-six feet at a cost of \$96,037, including an overhead crossing of the Oregon Electric at Multnomah Station which cost \$44,737. The Mt. Hood Loop from Gresham to the Clackamas County line was paved twenty feet wide at a cost of \$90,764. The Canyon Road, connecting with the Tualatin Valley Highway, involving extensive alignment and grade revision and widening 3.0 miles in length, extending to the Washington County line, was completed in 1928 with an oiled macadam surface. The total cost was \$809,072. This project will be the main traffic artery out of Portland to the west. It is expected that it will be paved in 1930. All of the above projects were paid for from Multnomah County bond funds voted at an election in 1926. No state funds have been expended in Multnomah County.

Considerable progress worthy of mention has been made on the Roosevelt Coast Highway. The completion of the grading and surfacing of the Garibaldi-Mohler unit has opened up the beach resorts on this section of the Tillamook coast for all-year travel. The surfacing of the Siletz River-Otter Rock section and the completion of the bridges at De Poe Bay and Rocky Creek have opened up the Hebo-Newport unit so that the Roosevelt Coast Highway is now complete on state standard grade and alignment between Astoria and Newport, a distance of 155 miles. South from Yaquina Bay



*Island-Klamath Falls Highway, Green Springs Mountain Section, Jackson County, Oregon*



*Pacific Highway bridge over Rogue River, near Gold Hill. Railroad bridge in the distance*

a contract for grading to Seal Rocks is now under way. There is also a graded unit six miles in length north of Florence and a four-mile unit north of Gardiner, the last two miles of which were graded in 1928. This leaves 55 miles remaining to be built, but excluding waterways, to complete the Roosevelt Coast Highway. There are six major waterways crossed by the Roosevelt Coast Highway. Beginning at the north these are Yaquina Bay, Alsea Bay, Siuslaw River, Umpqua River, Coos Bay and Rogue River. Bridges at these points will be expensive structures.

Pacific Highway travel has been greatly facilitated by the removal of street car tracks in Salem and Eugene. Credit should be given to the city of Roseburg for the construction of a reinforced concrete bridge

over Deer Creek and to the city of Salem for a similar structure over Mill Creek. Both of these structures are on the Pacific Highway and are built the full width of the street, replacing inadequate old steel and timber structures. An improvement of note at the north city limits of Corvallis has been the paving of two blocks on the Albany-Corvallis Highway. Municipal paving in Astoria replacing planked streets has made the lower Columbia River Highway paved throughout the city, 6.2 miles. Hood River has likewise completed paving at the west city limits, and in the city of Bend the Dalles-California Highway is paved throughout.

Among the important bridges which have been completed within the two-year period are the two concrete arch bridges at De Poe Bay

and Rocky Creek on the Roosevelt Coast Highway in Lincoln County, the Pacific Highway bridge across Rogue River at Gold Hill, the Luckiamute River bridge on the West Side Pacific Highway in Polk County and the Willamette River bridge at Springfield.

The total number of state contracts awarded during the two-year period was 103, which vary greatly, of course, in size and value.

Federal aid allotments have greatly augmented state funds in carrying out the state highway program. However, these government funds may only be expended upon the federal aid system, which comprises about 7 per cent of the public road mileage of the state, or 3227 miles, and is limited to the interstate highways and more important through routes within the state.

## Macleod Heads Old Established Auditing Firm

**A**NNOUNCEMENT has been made of the change in the name and ownership of Macleod, Macfarlane & Company, auditors and certified public accountants, 1128 Van Nuys Building, Los Angeles. A. S. Macfarlane has retired from the firm and his interest has been acquired by A. D. Macleod, who is continuing at the same location under the firm name of A. D. Macleod & Company. The firm maintains offices in New York, Washington, Syracuse, San Francisco, Long Beach, Monrovia and Ontario.



A. D. MACLEOD

A. D. Macleod has been practicing as an accountant in Los Angeles continuously since 1913, having audited the County of Los Angeles four times during the past eight years. He has frequently acted as referee for the Superior Court. Mr. Macleod is a member of the L. A. Athletic, Jonathan, Pacific Coast, California Yacht and Casa del Mar clubs and the Regatta Association of Southern California. He is past president of the Los Angeles Optimists' Club.

# Protection Work at Santa Paula

By M. G. DEMAREST, City Clerk

THE City of Santa Paula, situated in the heart of the Santa Clara Valley of the South, nestled among rugged mountains and known as the beautiful "Glen City" of Ventura County, has undertaken the largest engineering project in its history, to provide against damage by storm waters due to the overflow of the Santa Paula Creek.

The stream has its source in the Topa Topa mountain range, drains about forty-five square miles of watershed, comprising one of the most beautiful sections of Ventura County, furnishes the domestic water supply for the City of Santa Paula, and empties into the Little Santa Clara River near the southeasterly city limits.

It was this Little Santa Clara River that carried the flood waters following the breaking of the St. Francis Dam which caused millions of dollars in property damage, and the loss of approximately 500 lives throughout the valley.

## Creek Is Torrent After Rains

Because of the mountainous formation of the watershed and the heavy gradient of the stream bed the Santa Paula Creek becomes a raging torrent following prolonged heavy rains and frequently has overflowed its banks, causing some damage to property in the lower sections of the city.

To provide protection against this frequently recurring menace work has been done from time to time but with no permanently satisfactory results. In 1910 the City of Santa Paula, the County of Ventura and the Southern Pacific Company joined forces in contributing the sum of \$48,000, which was expended in building dikes of rock and cement along the banks of the stream, but failed to straighten the creek bed, and the thrust of the water and rocks crosswise of the stream soon

broke up or undermined the dikes and the protection did not prove to be of a permanent nature.

From year to year the funds available from direct taxation for storm protection purposes have been used to the best advantage but the amounts obtained were inadequate to provide positive or permanent protection.

In 1927 Ventura County assisted by loaning us a steam shovel and a small straight channel fourteen feet wide and five feet deep was dug for a distance of three-fourths of a mile. This proved so successful in taking care of the storm waters that the idea was conceived by City Councilman H. P. Balcom that a larger channel constructed on somewhat the same plan would very likely take care of the maximum storm runoff of 15,000 second feet and provide permanent protection to the city at a minimum annual outlay thereafter.

## Survey for Project

The City Council then instructed Engineer Reddick to make a survey, prepare plans and estimates of the amount of material to be moved and the approximate cost of completing the project. Plans were drawn for a main channel or creek bed thirty-five feet in width at the bottom and eight feet in depth, the material excavated being moved back with a

dragline to a distance of thirty-five feet from the edge of the main channel, forming an embankment on each side, the total distance between the banks being more than 100 feet.

## Council Approves Plans

As submitted the plans were approved by the City Council, a special election was called and bonds in the amount of \$30,000 were carried by a vote of seven to one. Bids were advertised for and a contract calling for the removal of 140,000 cubic yards of material was awarded to the Gabler Construction Company of Los Angeles. The company is at work with two steam shovels and expects to complete the job shortly.

The County of Ventura also has contributed a like sum of \$30,000, and has let a contract for extension of the channel from the point of completion of the city job to the Little Santa Clara River. The Southern Pacific Company also has contributed the sum of \$10,000 which will be expended for protection of their bridge and right of way.

Much credit for the success of the enterprise is due to the untiring efforts of Mayor M. L. Steckel and the members of the City Council in awakening the citizens to the need for this protection work and in securing a favorable vote for the bonds.



Scenes showing excavation work on channel in bed of Santa Paula Creek, which becomes a raging torrent during the rainy season

# Oakland's Health and Safety Departments

By CHARLES C. YOUNG

*Commissioner of Public Health and Safety, Oakland*



DONALD L. MARSHALL  
*Chief of Police*



CLIF BROOKS  
*Exec. Sec., Dept. of Public Health and Safety*



CHARLES R. FANCHER, M.D.  
*Health Officer and City Physician*



WILLIAM G. LUTKEY  
*Chief of Fire Department*

CONCRETE evidence of real efficiency is most convincing of genuine progress. Not only do the Oakland Police bear inspection of a military variety, but render an excellent showing when inspected. This is but a reflection of the military training and splendid war record of Oakland's Chief of Police, Donald L. Marshall.

The increased activity of the department under the direction of Chief of Police Marshall has resulted in a practical doubling of the Police Court fines, with the addition of something more than \$70,000 to the City's treasury during the year 1928.

The Police Department is working in close cooperation with the East Bay Safety Council, which is affiliated with the National Safety Council. This brings into close cooperation most of the civic leaders of Oakland. While numerous at-

tempts have been made to use students in schools as assistants in directing traffic in the vicinity of the schools, it fell to Oakland to set the pace in this regard by organizing these student assistants into a Junior Traffic Reserve. This organization was effected in 1927, and by ordinance is made a part of the Police Department. The students composing this service, the total of which is now approximately 600, are very carefully selected, both for personality and scholarship. While Lieutenant Charles L. Hemphill, the director of the Traffic Bureau of the Police Department, is also the titular head of the Junior Traffic Reserve, the actual administrator is Patrolman C. E. Brown, specially selected because of peculiar qualification for instructing these junior officers. The work has grown to the extent that a second officer, Patrol-

man R. M. Meinert, has been assigned to divide the work with Patrolman Brown.

The junior officers are now organized in eighteen schools, which comprise all of those located on or adjacent to the main arteries of the city. Two of the squads are composed entirely of girls, the girl squads maintaining a standard equal to that of the boys. While the selection of the members of the Junior Traffic Reserve is left to the principals of the various schools, the appointment comes from the Commissioner of Public Health and Safety, and all of the administration is from the Police Department.

## Modern Traffic Control

Oakland has a very modern system of automatic traffic control in the downtown area, and it is now contemplated to issue bonds sufficient to extend this system of control throughout the city. Not only is this system of control proving to be more satisfactory to both pedestrians and motorists, but it is effecting a noteworthy saving in manpower. In the downtown area one patrolman directing traffic can easily supervise two of the automatic controlled corners. In the course of one year the saving in salary will thus pay for the complete installation of two sets of signals.

Very gratifying reports of the work of the Oakland Police Department are had from both state and Federal inspectors. Both of these services commend the kind of cooperation which they receive in Oakland, and rate the administration of the Oakland department very highly. While these reports have particular



*An innovation in fire house buildings is here shown in the Moraga Fire House, Oakland*

reference to narcotics and prohibition enforcement, they are by no means limited to those fields.

The use of motorcycle officers in the pursuit of bank bandits was so successfully demonstrated in the holdup of a West Seventh Street branch bank, approximately a year ago, that there has been no recurrence of bank robberies in Oakland. Patrolmen using small cars have also increased the efficiency of the apprehension of burglars, and have given better service generally.

The department is also contemplating the early installation of a signal system, whereby any individual patrolman, or any group of patrolmen, can receive a code signal within a very few minutes.

## HEALTH DEPARTMENT

The general public has so far had very little opportunity to know of the very splendid work of the Health Department. Our citizens have a vague conception that the Health Department is on the job. Purity of food and sanitary inspection is frequently taken so much for granted that the details of operation are completely lost sight of.

### Meat Inspection

For instance, the Meat Inspection Division of the Oakland Health Department inspects all carcasses slaughtered in Alameda County, and also inspects all sausage factories. The inspection includes six plants located outside of Oakland. The number of carcasses inspected during the past year came close to 250,000. Almost 300,000 pounds of meat was condemned as unfit for human consumption.



Charles C. Young, Commissioner of Public Health and Safety, left; Donald L. Marshall, Chief of Police, center, and Arthur Moore, President of the East Bay Safety Council, examining new billboard advertising to announce that 5000 Oakland citizens voluntarily have enlisted to report traffic violations

### Milk Inspection

The milk inspection covers a territory with a radius of 200 miles. During 1928 more than 13,000 cows from ten counties supplied this city with close to 13,000,000 gallons of milk and approximately one-half million gallons of cream. The California State Department of Agriculture rates Oakland's milk at 96.6 per cent for quality, not only breaking Oakland's previous records, and making it high for the larger cities of the state, but only one small city in northern California exceeds this record.

### Sanitary Inspection

The Sanitary Inspection Division has condemned many tons of fruit and vegetables which would otherwise have been sold in local markets. The totals are surprising. The amount of apples destroyed exceeded twelve tons; grapes in excess of eight tons; string beans and squash approximately two tons each.

### Nursing Division

The Nursing Division has extended the immunization service to all who apply, not only for smallpox vaccination, but diphtheria and scarlet fever immunization as well. This division also looks after the health of City employees, and during the year 1928 reduced the cost to one-half of the 1926 figure.

### Plumbing Division

The Plumbing Division has put in effect a License Ordinance which protects the householder against faulty and improperly installed plumbing, particularly gas leaks, with the danger of carbon monoxide poison.

For volume of work handled in the scope of its activities the Health Department of the City of Oakland will compare favorably with similar work done anywhere in the United States.

## FIRE DEPARTMENT

The Fire Department, under Chief William G. Lutkey, has likewise maintained its former high record for efficiency. During the year the



A group of Oakland's Junior Traffic Officers with Chief of Police Donald L. Marshall in center, Lieutenant Charles L. Hemphill and Patrolman C. E. Brown of Oakland Police Department, standing, at extreme right, Miss Marion L. Telford of the Girls' Traffic Officers, at the left



*Oakland Police Department in review, headed by Oakland Fire Department band*

department received 2841 alarms, of which 300 were false, being a net of 2541 actual fires. The total fire loss for the year to buildings and contents is only \$426,028.42, which represents a saving over the preceding year of \$313,065.14. The loss for Oakland per capita during the year 1928 reached the surprisingly low average of \$1.25.

Oakland has been remarkably free from arson. Owing to the splendid cooperation of the Police Department, arsonists have found that Oakland is a very poor field for their operations, with the result that only

nineteen suspected cases were reported during the entire year.

Owing to the fact that the Fire Department has the only available supply of inhalators, a special squad is maintained for the purpose of rendering service to the public. During the year there were eighteen such calls; in one case the firemen worked for ten hours continuously before the patient was revived.

This department needs new fire houses and six large pieces of motor apparatus.

There is also a pressing need for the extension of the high pressure

auxiliary salt water system. The present installation has a main from the pumping station on Lake Merritt, across Fourteenth Street to Market. There are numerous laterals installed southerly from this main. It is obvious that there should be a comprehensive installation of laterals north of Fourteenth Street, where the principal building activity is now to be found. The estimates on the extension of the high pressure system are in the neighborhood of \$300,000. The other items required by this department will involve close to another \$300,000.

## Vierling Kersey Honored

**V**IERLING KERSEY, former assistant superintendent of schools of Los Angeles, recently was appointed by Governor C. C. Young as State Superintendent of Public Instruction to succeed William John Cooper, resigned, to become Federal Director of Education, with headquarters in Washington, D. C.

Dr. Kersey was born in Los Angeles and is 38 years old. He attended public schools in Los Angeles, graduated from the Los Angeles Polytechnic High School and the Los Angeles State Normal School (University of California at Los Angeles) and completed his education at the University of Southern California, with the degree of M. A., in 1921.

Dr. Kersey was engaged in Los Angeles as a High School teacher from 1911 to 1914; he was a High School vice-principal from 1914 to 1918; a High School principal, 1918 to 1919, and a director of Continuation Education from 1919 to 1925. He became assistant superintendent of the Los Angeles City schools in 1923 and occupied that position to



VIERLING KERSEY

the time of his appointment as State Superintendent of Public Instruction.

In education circles, Dr. Kersey is a member of the lecture bureau of the University of California, having been instructor of summer sessions of that institution from 1921 to 1924; at the University of South-

ern California from 1921 to 1928, and at Stanford University in 1928. He is the author of various articles and pamphlets on the general phases of education and also on special articles on Vocational, Civic and Continuation Education.

Dr. Kersey's hobbies are football, handball and other athletics. Especially he is interested in boys' work and is past president of the Los Angeles Council for Promotion of Boys' Work, and is a director of the Woodcraft Ranger organization.

In business and fraternal circles, Dr. Kersey is a member of the Los Angeles Chamber of Commerce, the Society of the Sons of the Revolution, Phi Delta Kappa educational honor fraternity, Alpha Epsilon Chapter of Los Angeles. He also is a member of the Masonic Lodge Elysian No. 418, Los Angeles; a thirty-second degree Scottish Rite Mason, Los Angeles Consistory; a member of Al Malaikah Temple, Mystic Shrine, Los Angeles; a member of the Scottish Rite Committee on Education; a member of the State Masonic Committee on Education. In politics he is a Republican and is proud of his Quaker origin. In club memberships, Dr. Kersey belongs to the Optimists, Athletic and Masonic Home, Los Angeles.

# San Francisco's Great Aqueduct Tunnel

By L. B. CHEMINANT

*Assistant Engineer, City of San Francisco*

THE announcement of the "holing through," or completion of tunnel driving of the aqueduct tunnel through the foothills of the Sierra Nevada from Moccasin Power House to the San Joaquin Valley has aroused additional interest in the city's gigantic mountain water supply project.

This tunnel, nearly sixteen miles long, is divided into two sections by a pipe line a half mile long, crossing under the Tuolumne River at Red Mountain Bar. The westerly section was driven from four working points, two of which were shafts sunk to facilitate the work of tunneling and lining the tunnel with concrete. The first shaft was begun in January, 1926, and this tunnel "holed through" in April, 1928. Since then, the crews of A. Guthrie & Company, contractors, and the city's day labor employees under Construction Engineer L. T. McAfee, one of Chief O'Shaughnessy's chief assistants, have been placing concrete lining in the tunnel wherever it was considered possible that the rock walls might cave in or allow leakage of water through seams.

On driving this tunnel, the day labor crews of the City Engineer made a record of 803 feet of tunnel driven in one heading in one month, a record that is all the more creditable in that it was done in the month of September, 1927, in which there were only twenty-nine working days. Tunnel work is carried



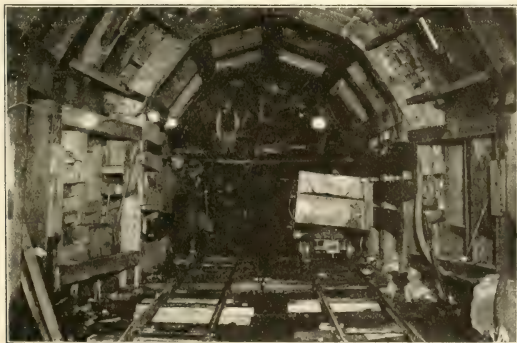
*Hetch Hetchy Aqueduct, Foothill Division—Moccasin Portal Tunnel Heading*

on day and night, summer and winter, rain or shine, except for major holidays.

On the section of tunnel five and one-quarter miles long from Red Mountain Bar to Moccasin, conditions were less favorable. Part of this was driven by Contractor T. E. Connolly and part by the city's forces. To get supplies to the site of the contractor's camp the city built and operated an aerial tramway with a span of 2295 feet across the Tuolumne River. Water pipes to this camp cross the river, at the same point, hanging from cable sus-

pended from cliff to cliff. Work in this tunnel was begun in June, 1926, and completed in December, 1928. The contractor worked from one side of the mountain, the city's forces from the other. Under the summit of Moccasin Peak, with the tunnel 1700 feet below the top of the mountain, working in the hardest of rock, the miners found another difficulty to contend with. As the drills pounded their way into the rock they intercepted open seams carrying large bodies of water under high pressure, the maximum being 700 gallons per minute at 380 pounds per square inch pressure. To shut off these seams they drilled a series of holes around the circumference of the tunnel and through these forced cement grout into the seams by means of a compressed air gun with a maximum pressure of 625 pounds per square inch. After the cement had set, drilling and blasting were resumed. In the year from July, 1927, to June, 1928, the grouting operations consumed sixty-five days which otherwise would have been used in driving tunnel. In November, 1928, in passing through a shattered zone ten feet thick, sixty-six grout holes were drilled and 606 sacks (thirty tons) of cement were forced into them.

Of the total length of sixteen miles of tunnel, seven miles are being lined with concrete and nine



*Hetch Hetchy Aqueduct, Foothill Division—Oakdale Portal*

(Turn to Page 75)



# Station UNI,

## "Dad" Mason broadcasting

BY mail come some criticisms of the matter and the style of it broadcast from this station last month. The consensus of the criticisms may be summarized by such expressions as these: "Rather heavy stuff," "Not enough jazz," "Nothing nobody can keep step to."

Therefore I was driven to send out an SOS for help, which met with an immediate, whole-hearted and sympathetic response. Here follows some of the alleged help. Fit the words to your own music.

This from a rapidly growing city:  
**GO SLOW**

"I hope," said Bill, the Traffic Cop,  
"That some time soon you'll put a Stop  
Sign on our wise law-makers,  
City Dads and Legislators.  
For if they keep on regulatin'  
Movin' cars an' Perambulatins'  
Most everyone will be in jail  
Or else so busy hunting bail  
That Business will have to Stop."  
Declared Bright Bill, the Traffic Cop.

From the Clerks' Section:

Ashes to ashes,  
Dust to dust.  
If others won't do it  
The City Clerk must.

The Health Department sends this:

### LULLABY

Hush little Sewage, don't you cry.  
You'll be Researched Bye and Bye.  
Then you'll perfume all the sky,  
You'll be eaten, my oh my!  
So hush little Sewage, don't you cry.  
You'll be researched  
Bye  
and  
Bye.

The San Joaquin Valley contributes:

### TRUE COURAGE

The Chief of Police—his name was Bill—  
Went on a raid and found a still.  
He seized the still and it exploded  
And Bill went sky—"Didn't know 'twas loaded."

A town down the coast warbles:

### HUMAN PUNISHMENT

There is a Judge in our Town  
Who surely is a Peach  
He apprehends all couples  
Found petting on the Beach.  
Such conduct is erroneous,  
So with manner ceremonious  
And the dictum of a Moses  
The sentence he imposes  
Is a marriage of Judge Lindsay's  
For a term of sixty days.

An Engineering refrain:

### HIS FIRST FAILURE

The engineer sat with his head in his hands.

For surely a stunt was his.

He had just received from the Council commands

That required the ken of a wiz.

"In view of the fact," the orders said,

"That people will live in the air,

Our sewer system must extend o'erhead

And plans therefor you'll prepare."

The engineer heaved a heart-breaking sigh,

And again he sighed and sighed.

He could think of nothing that could get by.

So he sighed and he sighed till he died.

The postmark on this was so blurred as to be indecipherable:

### SHOULDN'T USE WATER COLORS

(Under such circumstances)

Our bathing pools are patronized

By our Beauties highly prized.

Believe me, sir, they do look cute

Each one attired in a suit

That she herself hand-painted.

But now our council's getting strict,

Because they say they have been tricked.

For they beheld each swimming daughter

And saw she used, not oil, but water.

Even our strong Mayor fainted.

Brine from the Salton Sea:

### IN RE BOULDER DAM

It seems the folks who live in Arizona  
Regard the Golden Rule as "all Bologna."

From some remote region:

### QUITE APPARENT

"Where are you going, my City Planner?"

"I'm going planning, sir, I say, sir, I say."

"And what is the plan you plan to plan, sir?"

"My plan is to plan, sir, and that is my answer."

So I say.

Anonymous:

### A TRADE SECRET

Q. Tell me, City Manager, tell me if you can,

Have you any system, have you any plan

Whereby your budgets balance precisely to a cent?

A. I take a sheet of paper and on it put the credits,

And another sheet just like it on which appear the debits,

Then on the scales I put 'em where they balance to a cent.

I'll never give this fellow away:

### SOUNDS LIKE FICTION

The City Attorney was asked this plain question:

"Is it legal to do thus and so?"

And His Honor replied without hesitation:

"I'll be damned if I know."

Nor this one either:

### LOW BIDDER NOT IN IT

The pretty City Clerkless for proposals advertised,

'Twas the legal way to do it, the City

Attorney had advised;

So she ran a printed notice ten times before the day

When the offers would be opened that would seal her destiny.

But these words were wisely added, lest her future'd be a wreck:

"My hand will be awarded to the biggest certificated check."

I wrote this all myself:

I would not be I'd rather be  
A honey bee An Office bee

Who works as long And work just when  
As he can see. It places me.

This is by a young lady. Suggest that "Mac" retaliate:

### ODE TO A CITY CLERK

You know, in El Segundo  
There's a Clerk that's hard to beat.

He's friendly, kind, and competent,  
And his records are so neat.

"Mac" winks, and laughs, as we sing the song

About his "wild, Irish nose"—  
And he spreads a lot of cheer around

As down Life's path he goes!

And here it is:

### OWED TO ANOTHER CLERK

Ventura's able City Clerk  
Tells the world she likes to work.

Let me tell you she's a hummer—  
Makes the winter seem like summer—

Wins the votes with a smile—  
Gives the office lots of style.

Only one thing makes me mad—  
She saves her sweetest smiles for "Dad."

Here is a story that comes by frigid air mail, written by the ex-officio secretary of the Association for the Suppression of Taxation who is also the ex-chairman of the Executive Committee of the Society for the Prevention of Cruelty to Real Estate. It is a weird and sad narrative, something like a fairy tale recited to scare children, and grandchildren; also parents and guardians. It is a gruesome story, but its purpose is high and noble. It sets forth what can be accomplished by modern psychological and astrological methods, and no matter what happens the result is always the same. It also has to do with sex, otherwise no one would pay the slightest attention to the moral lesson which it conveys.

By memorizing this sillybus, it will be unnecessary to

(Turn to Page 75)

## STATION UN I

(Continued From Page 74)

## THE WOLF AND THE SLEEPING BEAUTY

A Special Assessment came out of the woods.

A hungry wolf was he  
And he spied a pretty Miss Cornet Lot  
A-sleeping peacefuller,  
And he spoke to her softly: "Let me share  
Your good goods."

How wonderful to see,  
He showed her a beautiful beautiful watch.

With sidewalks and curbs and a park  
ing strip  
And a pavement (patent) so smooth and  
hard

That the speediest car would never  
sideslip;

Some culverts and drains,  
And some cast iron mains

For water and gas;  
Some shade trees and grass

A modernized system of sewers was  
shown

With outfalls and manholes and a  
sweet linhoff tank

And works of disposal that would  
Any thing heretofore known.

And should she of darkness have serious  
fears

Why, here was a set of superb lectroliers  
In bronze or in brass,

With globes of cut glass  
And conduits and wires all underground.

How did that sound?

To sweet Corner Lot now just half awake  
The Special Assessment continued to  
say:

"All these you may take  
And won't have to pay

Except in installments so small  
That you never will know you have paid  
it at all."

\* \* \*

Let's end this sad tale, we know it by  
heart;

Assessment and Lottie never will part,  
For Corner Lot falls for all of his goods  
And he carries her off to his cave in the  
woods.

\* \* \*

The End

## SAN FRANCISCO'S TUNNEL

(Continued From Page 73)

miles will be without lining. The lined tunnel is finished with a circular top and vertical sides and is ten feet three inches high and ten feet three inches wide. The unlined section is of practically similar shape but is thirteen feet four inches wide and fourteen feet three inches high.

Lining operations and other work around Moccasin will occupy about a year. As the men and equipment are released from the Foothill Division they are transferred to the Coast Range Division, the twenty-nine-mile tunnel through the Livermore hills, where work is now being carried on under C. R. Rankin, construction engineer. The Coast Range tunnels will be described in a subsequent issue.

Dr. W. G. Morton has been appointed city health officer of Needles to succeed Dr. V. C. Charleston.

# Central Southern California Clerks, Auditors, Assessors and Treasurers' Association

## COMPTON, CALIFORNIA

By RUTH E. MEILANDT, City Clerk, Ventura

## Luncheon

AT 12:10 o'clock members and guests gathered in the Masonic Temple, where a very delightful luncheon arranged by R. B. Hedrick, City Treasurer, was served. Mayor Dickinson of Compton welcomed the association as the guests of the city of Compton.

## Entertainment

At the close of the luncheon F. W. Munson, City Accountant of Southgate rendered two violin selections, accompanied by his wife, which were greatly enjoyed. During the luncheon community singing was had, led by George Wood, City Controller of Pasadena.

## Introductions, Announcements

President Brison called for individual introductions, which were given. J. W. Charleville, City Manager of Glendale, informed the group of the grand opening of the Glendale Air Terminal on February 22, and invited all to attend, also extending an invitation to attend the next meeting of City Managers.

Emery E. Olson of the University of Southern California spoke in regard to the 1929 short course to be held June 8 to 15, inclusive, and June 15 to 22, inclusive, requesting the cooperation of all to insure its success. He asked that a committee of city clerks be appointed to work with the university regarding the clerks' division and the chair appointed the following committee:

Bessie Chamberlain, City Clerk, Pasadena, chairman; Victor D. McCarthy, City Clerk, El Segundo; Ivan A. Swartout, City Clerk, San Fernando; Glenn E. Chapman, City Clerk, Glendale; George H. Cooper, City Clerk, Signal Hill; Otto H. Duelle, City Clerk, Inglewood; Ruth E. Meilandt, City Clerk, Ventura.

Special guests, H. A. Mason, secretary-treasurer of the League of California Municipalities, and G. H. Allen, business manager of PACIFIC MUNICIPALITIES, were introduced. Mr. Allen spoke, urging all to support the magazine and to give suggestions and criticism on same.

## Invitations—Future Meetings

George H. Wood of Pasadena invited the Association to hold its meeting on April 20 in Pasadena.

Glenn E. Chapman, City Clerk of Glendale, invited the Association to hold its meeting on June 15 in Glendale.

## HONORED



RUTH E. MEILANDT

City Clerk, Ventura, elected Secretary-Treasurer, Clerks, Auditors, Assessors, Treasurers Association

Ruth E. Meilandt, City Clerk of Ventura, invited the Association to hold its meeting on August 17 in Ventura.

Moved, seconded and carried that the said invitations be accepted.

The secretary was instructed to extend to Mayor Dickinson and the City Council of Compton the sincere appreciation of the members for the entertainment and courtesy shown.

## Business Meeting

Meeting was called to order in the Council Chamber in the City Hall of Compton at 1:30 o'clock P. M. President Brison in the chair.

Communication from A. J. Van Wie was read by the president, tendering his resignation as secretary-treasurer of the Association, by reason of the fact that he had resigned as City Clerk of Glendale. Upon motion of Spielman, seconded by Hedrick, and carried, said resignation was accepted with deep regret. Upon motion duly made, seconded and carried, Ruth E. Meilandt, City Clerk of the city of San Buenaventura, was elected secretary-treasurer to succeed A. J. Van Wie.

## Change of Name

Ivan Swartout, chairman of the committee appointed at El Centro, stated that the committee recommends that the name of the Association be changed from Central Southern California Association of Clerks, Auditors, Assessors and Treasurers to Southern California Association of Clerks, Auditors, Assessors and Treasurers, and requested that the by-laws be so amended. Mr. Swartout stated that President Brison

(Turn to Page 84)



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

## LEGISLATION PENDING AT SACRAMENTO OF PARTICULAR INTEREST TO MUNICIPALITIES

THE Legislature now in session is distinguished from former Legislatures by the great number of bills which have been introduced for the apparent purpose of destroying the Acquisition and Improvement Act of 1925. The charge is freely made that certain interests that have been profiting greatly by the handling of bonds and financing contractors under the old 1911 act and 1915 bond act are behind this movement to destroy the so-called A & I Act.

In apparent pursuit of this plan numerous bills have been introduced placing a limitation on the use of the act, the contention being that it has been misused by real estate promoters for the development of cheap subdivisions of land of insufficient value to bear the cost of the improvements. While this charge is true, the proposal to destroy the act and prevent its use on that account is certainly not a sound one in view of the fact that other street improvement acts are open to the same criticism and have been subject to the same abuse.

### Bond People Behind Attack

It is charged that the attack on the A & I Act of 1925 emanates from certain people who have heretofore enjoyed a monopoly in handling bonds and financing contractors under the old 1911 and 1915 bond acts, and fear the loss of the monopoly they have heretofore enjoyed because of the popularity of the new act. The fact that bonds under the new act are being purchased by many financial institutions which never before handled street improvement bonds gives credence to that charge. One of the most significant features in connection with the controversy is the fact that whereas bonds under the old street improvement laws were usually sold on a 7 per cent basis and more, those

issued under the new act have recently been sold as low as 5.06 per cent. It is estimated by City Attorney McAllister of Pasadena that the saving in one job alone on Colorado Street in Pasadena will run over several thousand dollars in interest. The powerful forces which have rallied to the support of the new act will undoubtedly be able to save it from destruction.

In a recent bulletin issued by the Municipal League of Los Angeles, the following interesting comment is to be found on the subject:

### Bond Houses vs. Mattoon Act

An interesting controversy is being waged regarding the merits of the Acquisition and Improvement Act of 1925, familiarly called the Mattoon Act. Street bond houses, whose special services to contractors and buyers of 1911 Act bonds have, in the past, given them a practical monopoly of the street improvement bond field, are the reputed leaders of the opposition. With them are found a bankers' committee of the Clearinghouse Association and a certain group of realtors.

Their arguments against the Mattoon Act are being answered by some twenty investment bankers who are ready to bid on Mattoon Act bonds where the issues are soundly limited, and their bidding upon these bonds has already resulted in substantial savings to property owners.

"As against the ordinary 1911 Act bond, carrying a 7 per cent rate, a few noteworthy examples of Mattoon Act bonds are as follows:

"City of Los Angeles Acquisition and Improvement District No. 136 (Mines Avenue), \$423,388.93, interest rate 6 per cent, were sold at a premium of \$188, resulting in an interest rate to the property owner, net, of 5.76 per cent.

"City of Pasadena, Acquisition and Improvement District No. 1 (Colorado Avenue), \$575,112.88, interest rate 5 1/4 per cent, were sold at a premium of \$11,279, resulting in an interest rate to the property owner of 5.06 per cent."

The act of 1911 has permitted astounding progress in the development of California and the service

of the bond houses has been invaluable. It is only as they attempt monopoly that they become inimical to the public good.

### Bill for Office Inspection

One curious bill is a measure designed to establish a department of inspection and supervision of public offices. It would establish a board of inquisition, with power to install accounting systems in any municipality regardless of the people's wishes. Apparently, however, its principal design is to force on the cities a system of accounting for municipally owned utilities. It would enable officers of a state bureau and their deputies to visit a city at their pleasure, examine its books and accounts without notice, and subject the local officials to various kinds of punishment should they fail to obey the orders of this inquisitorial body. Furthermore, the city is obliged to pay the expenses of this board of inquisition.

A. B. 199, by Patterson, would amend section 874 of the Municipal Corporation Act so as to raise the minimum of public work required to be done by contract from \$300 to \$1000.

A. B. 308, by Sewell, would amend the A & I Act of 1925 so as to confine the use of the act to avenues of travel, whereas it is now available for parks, airports and sewage disposal works.

Also it requires that a separate assessment shall be made against each lot instead of an ad valorem assessment against the whole district, and provides for callable bonds whereas they are now non-callable. It would undoubtedly destroy the value of the act.

### To Amend A & I Act, 1925

A. B. 369, Badhum, amends the A & I Act of 1925 so as to limit the zones to four and provide that the amounts collected from zones shall be described as "relative rates of taxes" instead of "percentage to be raised from each zone." It also provides that a 50 per cent protest may be overruled by majority vote, between 50 and 60 per cent by a four-fifths vote, and over 60 per cent cannot be overruled.

(Turn to Page 82)



## STOP, START, *and* STEER *better!*

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# League of Oregon Cities

By J. L. FRANZEN, *Executive Secretary*  
City Manager, Oregon City

OFFICERS of the League of Oregon Cities have been extremely busy the last few weeks in attending the State Legislature to see that no attempt was made "to encroach on the rights of the cities of the state." Numerous bills affecting Oregon cities have been passed by the Legislature and a report of those that were passed and those that were not passed will be discussed in a future issue of *PACIFIC MUNICIPALITIES*.

We received a large consignment of the January issue of *PACIFIC MUNICIPALITIES*, which have been distributed among the cities of Oregon. You are to be congratulated on the information contained and the appearance of your magazine. We are very grateful for your assistance and help with matters of the League.

The League of Oregon Cities will hold a meeting at the University of Oregon at Eugene, March 18 to 21, inclusive. The purpose of the meeting is to discuss the subject of pollution of streams and, if possible, to come as near as can be with the different organizations as to how and when the pollution of streams can be taken care of. We look for an interesting meeting during the four days' session.

## Service Rewarded

Orlo Cummings, a high school senior at Corvallis, Oregon, received the president's medal from the National Safety Council for his speedy and efficient work in bringing Mildred Domashosky back to life by the prone pressure method of resuscitation after he had pulled her from the waters of Wolf Creek near Wendling in an unconscious condition. The National Safety Council announced the approval of the award.

While a resident of Wendling, Oregon, last summer, young Cummings was placed in a position to make use of the training in resuscitation which he had learned while a Boy Scout at Corvallis. The little girl had fallen into Wolf Creek, and before he had time to pull her out she was unconscious. This happened May 26, 1928. He applied the Shaffer or prone pressure method of resuscitation for twenty minutes and brought her back to life.

This is the first award that has been approved by the National



J. L. FRANZEN

Safety Council for the Pacific Coast, although several applications have been made.

The medal will be presented at Wendling, Oregon, April 5, 1929, by Governor Patterson.

This was only one of the several applications received by the council for the President's medal, offered to heroes who successfully restore consciousness to persons overcome by drowning, gas or carbon monoxide poisoning, electrical shock or any other accident cause that may result in prolonged suspension of voluntary or natural breathing.

Sealed bids will be received on the following projects by the Oregon State Highway Commission in Multnomah County Court House, Portland, Oregon, at 10 o'clock a. m. Friday, March 8, 1929:

## Grading and Surfacing

Baker County—Quartz Station section of Old Oregon Trail. Eight-tenths mile of grading, involving approximately 26,000 cubic yards of excavation.

Coos and Douglas Counties—Endicott Creek-Mystic Creek section of Coos Bay-Roseburg highway. Furnishing of approximately 25,500 cubic yards of broken stone maintenance materials.

Josephine County—Deer Creek-Shattuck Corner section of Redwood

highway. Oiling of 6.6 miles of rock surfacing and construction of 11.0 miles of bituminous macadam wearing surface. Involves the placing of approximately 15,000 cubic yards of crushed rock and 270,000 gallons of oil.

Klamath County—Klamath Falls-Lakeview Junction section of the Dalles-California highway; 3.1 miles of regrading and roadbed widening, involving approximately 55,000 cubic yards of excavation.

Lane County—Springfield-Cogswell Hill section of McKenzie highway; 7.4 miles of grading, involving approximately 118,000 cubic yards of excavation.

Sherman County—Grass Valley-De Moss Springs Valley section of Sherman highway; 16.4 miles of resurfacing and the furnishing of broken stone for betterment purposes. Requires production of approximately 37,300 cubic yards of broken stone.

## Bridges

Baker County—Bridge over Alder Creek on the Old Oregon Trail two miles west of Durkee, requiring approximately 130 cubic yards excavating, 133 cubic yards concrete, 22,000 pounds metal reinforcement and 100 lineal feet concrete handrail.

Coos County—Two bridges on the Roosevelt Coast highway in Coquille to be awarded in one contract. Bridge over Budd Creek requires approximately 175 cubic yards excavation, 105 cubic yards concrete, 9500 pounds metal reinforcement and 750 lineal feet piling. Bridge over Cunningham Creek requires approximately 325 cubic yards excavation, 208 cubic yards concrete, 18,000 pounds metal reinforcement and 57 lineal feet concrete handrail.

Malheur County—Bridge over the Malheur River on the Central Oregon highway about seven miles west of Vale, requiring approximately 350 cubic yards excavation, 360 cubic yards concrete, 52,000 pounds metal reinforcement, 210,000 pounds structural steel and 110 lineal feet concrete handrail.

## Buildings

Benton County—Frame building, 28x72 feet, for maintenance patrol quarters at Corvallis.

Clackamas County—Frame building, 28x60 feet, for maintenance patrol quarters at Sandy.

# The West Coast of Mexico

## —centuries off the beaten path

Now the route of  
fast, modern trains



PICTURESQUE in gray-colored blanket, wide-brimmed sombrero, and sandals, an Indian lad strolls beside a great wooden-wheeled, ox-drawn cart. Not far distant the lazy splash of a fountain catches the sun from a white adobe wall that only Spain could have inspired.

What world is this? Although but 300 miles —overnight in a comfortable Pullman— from Arizona's southern boundary, it is 300 years from the world you know. Centuries seemed to have dropped from time as you slept.

Old Mexico!—the little-known, the little understood. A land of mysterious origin and vast antiquity. Yet in many ways as new as tomorrow. Visit the West Coast! How rich the reward to those who come now. Business will see an Old World in the full promise of rebirth. All will delight in a civilization that has long held aloof from change.

Come, just as this land is awakening. Before sightseeing buses crowd out the old-world open carriage. Even now the tractor crawls past the oxen and wooden plough. Find now, for yourself, the ruins of a civilization history has never chronicled, the Aztecs and Toltecs—the markings of Spanish Conquistadores, who with

Cortez lashed this land for gold. Dine in the open garden-patio of Old World cafes before they are rebuilt for the Americano soon to come.

Your comfortable trip down the West Coast will seem a swift parade of many foreign lands, so startling are its contrasts. At Magdalena, reached early in your journey, you see the San Francisco Xavier Mission built in 1690, an early link in the California chain. Many other Mexican Missions, no less than the famous cathedrals, offer the traveler an interesting study.

In contrast to the ancient missions, a great Southern Pacific icing plant, at Empalme,



strikes a modern note. Thousands of carloads of perishables each winter roll through here destined to dining tables of the United States. On down the coast, at times through jungles that will suddenly give way to fields of sugar cane, tomatoes, peas, corn or bananas; or your train will climb mile-high to a plateau where rise craggy mountains and volcanoes. Many miles of road-bed evidence as difficult an engineering feat as the world has ever seen. You'll pause at quaint little cities, such as Mazatlan and Guaymas, nesting peacefully to the edge of land-locked harbors. The blue, tropical sea, the long sweep of sandy beach dotted with coconut palms make a stopover difficult to resist.

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# Southern Pacific

## Railroad Company of Mexico



# Recent Court Decisions,

COLLECTED and DIGESTED BY

*R.C. McAllaster, City Attorney, Pasadena*

100. Public dance halls may constitutionally be entirely suppressed and prohibited in the exercise of the police power and are subject to any restrictions the legislative power may see fit to impose. The final determination of their licensing and the conditions upon which they may be conducted is administrative and not judicial.

An ordinance requiring a license from the city council for a dance hall and dance permits from the chief of police, authorizing the summary revocation of a license or permit and the clearing of any dance hall by any police officer in case of disorder or indecency, and prohibiting the solicitation of dancing partners or the purchase of refreshments on a commission basis, is valid.

**Bungalow Amusement Co. v. City of Seattle**, 269 Pac. 1043 (Sup. Ct. of Wash., Aug. 6, 1929).

101. A county commissioner was elected for a two-year term before the expiration of which he was re-elected for a six-year term to follow, but resigned before the expiration of the first term and failed to qualify for the second. The vacancy was filled by appointment before the expiration of the first term for the balance of such term "and until his successor is elected and qualified," under statutes providing for such appointment and also that appointees to vacant elective offices should "serve until the next general election." There was no general election to be held after the appointment and until after the commencement of the six-year term.

In proceedings in mandamus to compel filing of nomination papers for the office for the ensuing general election held that the appointee properly served until his successor should qualify, but did not become entitled to the six-year term.

**King v. County Election Board**, 270 Pac. 6 (Okla. Supreme Court July 20, 1928).

102. In a proceeding under the street opening act of 1903 the referee's report awarding a certain amount for land and another amount for improvements, was confirmed by the court. The findings of fact and conclusions of law and the interlocutory judgment erroneously omitted the amount awarded for improvements. A motion based on affidavit of counsel to amend the findings and judgment was denied by the Superior Court.

In a proceeding in mandate to compel the correction of the error held that such a mistake being purely clerical should be corrected by amendment without vacating the judgment, and that mandamus would lie to compel such action.

**Chadwick v. Superior Court**, 270 Pac. 192 (Supreme Ct. of Calif. Sept. 4, 1928).

103. An attorney representing several cities and counties under contract in an action to recover franchise fees from public utilities is not entitled to any compensation from a county with which he had no contract and which brought a separate action to determine the amount due it after successfully prosecuting a test case establishing validity of the Broughton Act.

To entitle a private party to fees in an action on behalf of a county or city it must appear that the party claiming has created or discovered a fund for the benefit of several parties and borne the expense of litigation establishing the common right or that the proper officers have wrongfully neglected or refused to take action.

**Tulare County v. City of Dinuba**, 270 Pac. 201 (Supreme Ct. of Calif. Aug. 31, 1928).

104. Buildings, motors and electrical apparatus in connection with a water system may be installed by special assessment under the Improvement Act of 1911, which authorizes the creation of a water supply, distributing and development system, including wells and pumps, conduits and pipes and whatever may be reasonably necessary

for supplying and distributing water to consumers.

If the resolution of intention and the plans and specifications are certain and definite enough on all details of the work which materially affect its cost to apprise bidders of all essential and substantial parts of the work, and enable them to know with reasonable accuracy the cost of the work, they are sufficient.

Matters left for determination by the engineer which are trivial, and which could not with reasonable diligence and cost be ascertained in advance and would be disclosed only by the doing of the work, do not invalidate a proceeding as a delegation of discretionary power.

**Mills v. City of Elsinore**, 270 Pac. 224 (Dist. Ct. of Appeal, 1st Dist., Div. 1, Sept. 6, 1928. Hearing denied by Supreme Ct. Nov. 1, 1928).

105. An ordinance is a law within its sphere of operations.

Where a right is given a class of persons by statute any member of the class benefited is entitled to appropriate civil relief including damages though the statute be penal.

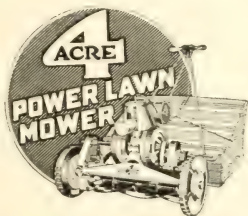
A property owner in a residence district established by a zoning ordinance may enjoy the maintenance of an undertaking parlor conducted in violation of the ordinance, and in the same action recover damages to his property occasioned thereby.

**Sapiro v. Frisbie**, 270 Pac. 280 (3rd Dist. Ct. of App. Calif. July 27, 1928. Hearing denied by Sup. Ct. Sept. 24, 1928).

106. A county may take an assignment of notes and mortgages in return for care and keep of a patient in a county hospital.

**Kootenai County v. Barton**, 270 Pac. 311 (Sup. Ct. of Ida. 1928).

Plans are being made by the Fresno School Board to replace the Locan School, destroyed by fire recently, with a new structure to cost between \$15,000 and \$20,000.



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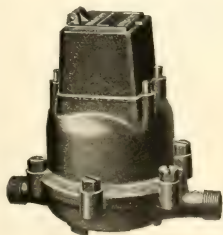
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# SECRETARY'S PAGE

(Continued from Page 76)

A. B. 404, by Keaton, would amend the Pol. C. so as to provide that the state highway commission may include city streets as a part of the state highway system in any city, whereas it is now confined to cities of 2500 population.

A. B. 659, by Scofield, provides that railroad companies shall be exempt from paying part of the cost of street paving but shall be required to make repairs between the rails and two feet on either side.

A. B. 759, Crittenden, would amend section 19 of the Improvement Act of 1911 by eliminating the provision requiring claims for liens to be filed under the code of civil procedure, also that provision which requires the filing of notice of completion by the superintendent of streets. It also eliminates provision relating to actions against the city for establishing liens under 1184 and 1184c of the C. C. P. by providing for the enforcement of action in the superior court. It also makes a new provision for the payment of amount due contractor over and above any verified lien claims on file.

A. B. 834, by Leymel, would provide that any extension of a state highway in municipalities shall be maintained and repaired by the state highway department.

A. B. 900, by Parkman, would amend the Street Bond Act of 1915 by authorizing notice of hearing on the question of issuing bonds to be posted in two public places in case there is no newspaper in the city.

Another provision is one expressly authorizing the printing of the bonds to be included as an incidental expense.

A. B. 901, by Parkman, would amend section 1 of the zone law by authorizing a city to prohibit certain buildings or trades in all or none or in any one or more zones.

A. B. 943, by Scofield, would amend the California Vehicle Act so as to deprive fifth and sixth class cities from regulating the use of public highways or appointing traffic officers, and provides that the chief of division of motor vehicles shall detail officers to act in such cities, for which the cities shall pay one-half the expense.

A. B. 965, by Harper, provides a new law for exercising the recall in cities. It requires that notice of intention to circulate a recall petition shall first be published, together with an argument for and against the recall; that it shall be unlawful to solicit signatures on private property; that persons may withdraw their signatures, and that in case a recall is successful, the vacancy shall

be filled by the remainder of the city council the same as other vacancies, instead of voting for a successor at the recall election.

A. B. 972, by Byrne, would provide a new act requiring the county recorder to make an abstract record and index of all tax liens and special assessment liens in the county. It also requires special notice before foreclosure of such liens.

A. Constitutional Amendment No. 2, by Scudder, would subject municipally owned utilities to taxation the same as those privately owned.

A. C. Amendment No. 8, by Bishop, would add a provision to the constitution to the effect that the length of any section of any bill hereafter introduced in the legislature or submitted under the initiative shall be restricted to 150 words.

S. B. 53, by Inman, would amend the Municipal Corporation Act by limiting the jurisdiction of recorders' courts in cities of the fifth and sixth class to criminal cases.

S. B. 184, by Weller, would amend the A & I Act of 1925 by limiting its use to cases where the estimated cost would not exceed one-half the assessed valuation of the lands in case of acquisition and one-third the assessed value for improvements. It would also provide that the act could not be used in municipalities; also that the bonds must be paid off within twenty years instead of thirty years as at present, and that the payment of principal can only be deferred three years instead of five years as at present. It also limits the district to twenty zones. Provisions are also added for enabling assessments to be levied against each separate lot according to benefits instead of the ad valorem system. In case of assessments on the benefit plan, provision is made for the issuance of bonds in the same manner as now provided in the Bond Act of 1915.

S. B. 194, by Hurley, would amend the Improvement Act of 1911 by authorizing the city to do the work itself in case no satisfactory bids are received.

S. B. 305, by Cleveland, would amend Sec. 4387 Pol. C., by providing that any person instituting injunction proceedings against the validity of a claim shall be paid \$200.00 by the city treasurer as costs and attorneys' fees if the claim be found illegal.

S. B. 358, by Lyon, would amend the bond features of the Improvement Act of 1911, by providing that bonds shall be issued to represent assessments of \$50.00 or more instead of \$25.00, as at present.

S. B. 561, by Swing, would provide for the creation of a commis-

sion to study the need of revising the constitution.

S. B. 582, by Hurley, would amend section 10½ of the Improvement Act of 1911 so as to allow alternate specifications for all improvements instead of limiting them to sewers, as at present.

S. B. 643, by Weller, adds section 2a to the Improvement Act of 1911 by requiring an estimate of the cost of the proposed work and providing that no improvements shall be proceeded with if the cost thereof will exceed two-thirds of the assessed valuation.

S. B. 644, by Hurley, would amend section 2 of the Improvement Act of 1911 by requiring that any petition of property owners requiring a street improvement shall have typed thereon in bold face type the trade name of materials proposed to be used in the work. In case of open specifications, those words, "open specifications," shall be used in the same type.

S. B. 651, by Jones, would authorize sewer rentals in place of levying a tax therefor. This measure is advocated by a special committee appointed at the San Bernardino convention of the league.

S. B. 652, by Jones, appropriates \$65,000 to be used by the State Department of Health for investigation of proper methods of sewage disposal and the disposal of industrial wastes. This measure has also been indorsed by the league.

S. B. 736, by Baker, is a new act which adopts the improvement features of the A & I Act of 1925 and eliminates all provisions relating to acquisition; in brief, it is an ad valorem for the use of municipalities in making street improvements. Bonds are limited to twenty years and the first payment of the principal may be deferred four years.

S. B. 777, by Gray, amends numerous provisions of the A & I Act of 1925. It provides that in case the estimated cost of the improvement, plus other outstanding assessments, is greater than the market value of the lands in the district, the legislative body shall appoint a commission consisting of the county auditor and, if possible, a licensed realtor and banker familiar with the lands, who shall submit a verified statement relative to the character of the lands, their relative location to other communities, whether or not they have water, lighting and transportation facilities, etc., and finally, if, in their opinion, the value of the lands would warrant the improvements.

Senate Constitutional Amendment No. 2, by Boggs, would amend the constitution relative to initiative and referendum petitions by prohibiting

(Turn to Page 84)

## CITY OFFICIALS

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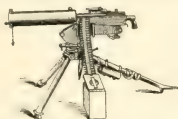
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## SECRETARY'S PAGE

(Continued from Page 2)

the person's solicitation of signatures and providing that one copy of such petition may be deposited in a precinct where electors, without solicitation, could go and attach their signatures.

S. C. A. 8, by Slater, would amend the constitution by striking out the requirement that freeholders' charters must be submitted to the electors within six months previous to a session of the legislature.

## RESOLUTION

Of the Legislative Committee of the League of California Municipalities Relating to Proposed Assembly Constitutional Amendment Number Two, adopted at Sacramento, February 17, 1929.

WHEREAS, Assembly Constitutional Amendment Number Two proposes to add to Article Thirteen of the Constitution of the State of California, a new section to be numbered seventeen, relating to the taxation of properties of certain classes of utilities owned, operated, managed or controlled by public agencies of the government, and relating to the taxation of the income and receipts of such classes of utilities, whether publicly or privately owned, operated, managed or controlled, upon the sale and delivery of their commodities or services to any other utility company for re-sale or distribution; and,

WHEREAS, under the provisions of Section One of Article Thirteen of the Constitution of 1879, all properties of the public agencies or municipalities of this State have been exempted from taxes of every kind and nature, when located within municipal corporations; and,

WHEREAS, it has always been the policy of the State of California to exempt from taxation all properties of municipal corporations of the State, within said corporation; and,

WHEREAS, it is deemed by this Committee that it is not sound policy to tax public property of municipal corporations or public agencies which are an integral part of the government of the State as political subdivisions thereof; and,

WHEREAS, it is the opinion of the Committee that all services of public utilities owned by municipalities should be sold to the people at the lowest possible rates for said services, and that said utilities and all matters in relation thereto shall be exclusively within the control of said municipalities;

NOW, THEREFORE, BE IT RESOLVED: That the League of California Municipalities as represented by the Legislative Committee of said League, does hereby transmit to the Legislature of the State of California, its disapproval of said proposed Assembly Constitutional Amendment Number Two, as being against the public policy of the State, and inimical to the interests of the municipalities of this State.

Adopted at Sacramento,  
February 19, 1929.

There are approximately 470 psychiatric clinics for children in thirty-one states, sponsored by a great number of institutions and agencies. More than 40,000 children were examined and treated in these clinics during the past year.

## City Managers' Association of Southern California

By J. W. CHARLEVILLE

The City Managers' Association of Southern California met in regular monthly session on Saturday, January 26, at the University of Southern California. The meeting was called to order by Vice-President Stockburger, who called on the President to introduce the guests. Some of the honored guests were the superintendents of schools of Southern California.

## Mayor Dickison Speaks

The meeting was one of the best the organization has had. The subject under discussion was "How Can the Schools and City Administrations Best Cooperate." The speaker was Mayor Dickison of Compton, who is also a principal of one of the Los Angeles schools. The subject proved to be very interesting and practically every one present entered into the discussion, there being approximately thirty-two present.

The next meeting of the organization was assigned to Mr. Jack Albers of Beverly Hills. This was in keeping with a recent policy of the President to pass the chairmanship

around from one to the other, it also being the duty of the chairman to provide the program for the meeting. Jack promises us a real thrill for February.

## Arrasmith's "Ladies' Day"

The March meeting will be in charge of Mr. Arrasmith of Fillmore. He says that he is going to make his ladies' day. I presume that his idea is to give Jack some competition. The April meeting will be in charge of Mr. Roen of South Pasadena, and the meeting for the month of May will be in charge of Mr. Stockburger. Other assignments will be made at a later date.

We are finding that the interest in our meetings is growing from time to time and that mayors, councilmen, engineers and various city officials are becoming interested. We always extend to them a cordial invitation to sit in on open meetings.

We hold a business meeting one hour prior to the general meeting, which is exclusively for city managers. Our open forums are for anyone who cares to attend.

## Central Southern California Clerks, Auditors, Assessors and Treasurers' Association

(Continued from Page 75)

had served in Van Wie's stead on the committee. Motion made, seconded and carried that report be accepted, this being sufficient notice that the proposed change of name will be voted upon at the next regular meeting of the Association.

## Speakers

The president introduced S. F. Cheshire, City Assessor and Tax Collector of Pasadena, who gave a very interesting talk on the assessment of personal property, discussing the manner of assessment, appraisals, exemptions, Veterans' Welfare Board property, solvent credits and intangible securities, which was followed by round table discussion.

H. A. Mason, secretary-treasurer of the League of California Municipalities, was next introduced. He spoke on pending legislation which affects the municipality, and also upon scientific appraisals. With his usual disbursement of well chosen remarks, commingled with clever humor, Mr. Mason's talk was greatly enjoyed by all.

Councilman Taylor of Long Beach

spoke, urging that efforts be made to secure a larger attendance at the meetings of the Association.

## Program Committee

George Wood, City Controller of Pasadena, accepted the responsibility as program chairman, and appointed the following committee:

R. B. Hedrick, Compton; Ruth E. Meilandt, Ventura; Glenn E. Chapman, Glendale; Emery E. Olson, U. S. C.; A. W. Langley, Monterey Park; V. D. McCarthy, El Segundo.

## League Convention

Ivan A. Swartout stated that he had written to Executive Secretary Locke of the League of California Municipalities, suggesting that the annual League convention be held during vacation months or before school starts, also that the convention be extended for a day or so and not be so heavily programmed so that greater time for study and round table discussions can be given to the subjects. He suggested that this matter be discussed at the Pasadena meeting in April.

There being no further business, the meeting adjourned.

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MARCH, 1929

No. 3



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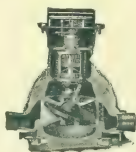
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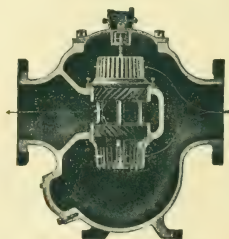
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Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

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Thirtieth Year

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NUMBER 3

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# EDITORIAL PAGE

## League Convention October 7-11

**A**T AN enthusiastic meeting of the executive officials of the League of California Municipalities held in the Oakland City Hall, March 23, the week of October 7-11 was set as the date for the Thirty-first Annual Convention of the League. The convention will be held in Oakland.

City Clerk Frank Merritt of Oakland has been named as chairman of the Oakland committee in charge of all details for the reception of the convention. At the March 23 meeting, the officials discussed at length such matters as transportation, quarters, entertainment and program. H. C. Bottorff, President of the League of California Municipalities, was President, while Louis Bartlett of Berkeley acted as chairman. W. J. Locke of Alameda, Executive Secretary of the League of California Municipalities, called to the attention of the delegates to the meeting the legal matters of the convention. He discussed also numerous legislative measures that will be taken up at subsequent pre-convention meetings.

The committee unanimously agreed to recommend that the League of California Municipalities boost for Assembly Bill 774, the Snyder bill, which would give municipalities full power to acquire water, gas, electric, traction and other public utilities. Cities at present may acquire such utilities but only after complying with various requirements. The Snyder bill, the League officials pointed out, is the initial attempt to state, in black and white, that municipalities can acquire needed utilities without undergoing the trials and tribulations that now beset them.

\* \* \*

## Modern Things Not New

**M**ANY things believed to be modern are not so new, declares a European prober who has made a report. He avers that the pneumatic tire was invented as early as 1845, but apparently was unwanted as being ahead of its time; the fountain pen was patented in 1809, but found little acceptance, and roller skates were known in 1823, but bad rolls prevented their use. The roll-top desk was described in 1772; safety razors

in 1762; a loudspeaker in 1671; a diving bell in 1664; a periscope in 1702, while the Chinese claim that a bamboo arrangement served as a phonograph many years ago.

\* \* \*

**S**TRONG arm "bunk," haggling, and the dissemination of misinformation designed to encourage unecomonical price cutting, is today entirely out of order. The buyer must expect the seller to make an adequate profit, and then endeavor to secure value, not by haggling, but by analyzing price and quality. In so doing he is in line to secure both quality and service at the lowest price consistent with fair dealing.—A. V. GOEDEL, Purchasing Department, City of San Diego.

\* \* \*

During December 302 pedestrians in California were injured while crossing street intersections at which there was no traffic signal, according to state figures. Being in the street at points aside from regular posted crossings resulted in 218 accidents, twenty of which proved fatal. The number of accidents at intersections protected with safety signals totaled but eleven, with only one fatality.

\* \* \*

"When we build let us think that we build forever. Let it not be for present delight nor for present use alone. Let it be such work as our descendants will thank us for and let us think as we lay stone on stone that a time is to come when those stones will be held sacred because our hands have touched them, and that men will say, as they look upon the labor, and wrought substance of them: 'See! This our fathers did for us!'"—*Ruskin*.

\* \* \*

Many bridges and thoroughfares in California still bear signs which read: "Walk your horses," while automobiles drive over the same bridges and thoroughfares at speeds which would startle our grandparents.—Walter M. Dickie, M. D., director, State Department of Public Health.

\* \* \*

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(SERIES No. 3)

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W. C. WALLACE  
*Mayor*  
CORVINGA



EUGENE K. STURGIS  
*Commissioner of Revenue and Finance*  
CITY OF OAKLAND

## Eugene King Sturgis

THAT Oakland, one of the most rapidly growing cities in the country, despite the added expense of increasing population, has been able to show a reduction of 25 per cent in taxes during the last two years—a record which is equaled by no other city in America—is due to the efforts of Commissioner Eugene K. Sturgis, Commissioner of Revenue and Finance. He instituted the system of public budget hearings in the East Bay district and, with the assistance of the taxpayers, analyzed the requested appropriations of the various commissioners and trimmed the appropriations in accordance with the wishes of the citizens.

COMMISSIONER STURGIS was born in Portland, Oregon, September 9, 1892, the son of George E. Sturgis and Rose (Carson) Sturgis. In the paternal line, Sturgis is of English descent, his forefathers having arrived in Virginia in 1630. Later they moved to Pennsylvania and thence to Maine, where the family remained and became farmers and lumber merchants.

On the maternal line Mr. Sturgis is of English, Scotch-Irish descent, the family having come to America about 1635, settling in Pennsylvania, later in Illinois. The grandfather voyaged round the Horn to California in 1849. John C. Carson settled in Oregon, became one of the leading merchants of the city, and later, having engaged in politics, became a member of the lower house of the State Legislature and for a longer period of years the speaker of the lower house. Among his children were Luella Clay Carson, for years Dean of women at the University of Oregon, and for five years President of Mills College, Oakland. Another of his daughters, the mother of Eugene K. Sturgis, married George E. Sturgis. They had three children born in Portland, Oregon, and the family moved to Berkeley in 1903.

COMMISSIONER STURGIS was educated in the elementary schools, is a graduate of the grammar schools of Berkeley, of the Berkeley High School and the University of California. During his high school days, the father of Commissioner Sturgis met with financial reverses and the boy worked his way through school, helping to support the family. After graduation he went to Portland, Oregon, where he worked in a law office, in the day time, as clerk and bookkeeper, and attended the Northwestern College of Law at night.

In May, 1917, he went to France as a volunteer with the American Ambulance Service. Upon his arrival in France, he went into the French Army,

where he served as a private in an ammunition train. He enlisted in the American army as a private on October 1, 1917. There were eleven major American offensives and Sturgis participated in eight of them. He holds the Victory Medal with eight campaign bars for major offensives, and a ninth bar for participation in a "Defensive Sector." At the Armistice he was a second Lieutenant.

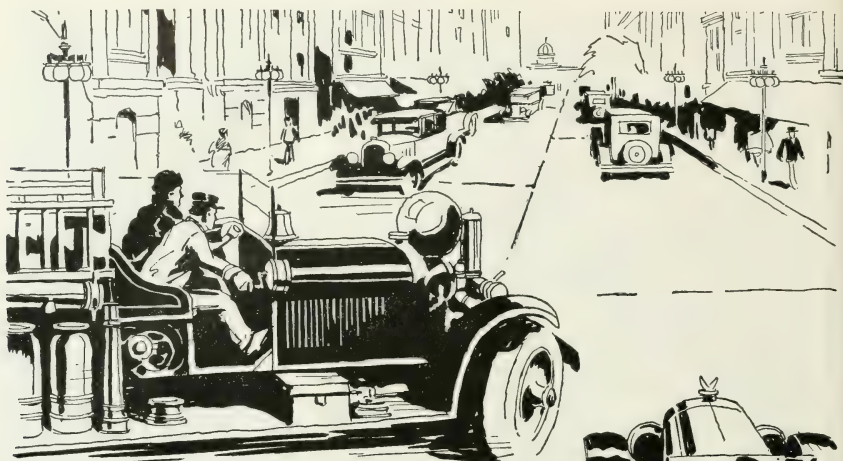
WHILE in France he married Miss Alice L. Fleenor, a college classmate who was in France with the American Red Cross.

The marriage was solemnized March 9, 1919, at Le Mans, France. His wife was born February 16, 1895, of English ancestry. Her mother resides in Oakland. Mrs. Sturgis is a former member of the faculty at the University of California and the Oakland Technical High School. She is the author of a text book on Parliamentary Law, is a past president of the Park Boulevard Club, and organizer and president of the Women's Athletic Club of Alameda County. Mr. and Mrs. Sturgis are the parents of three children, Rosemary, Wayne and Kenwood.

Upon his discharge from the Army, Mr. Sturgis became a contributing editor to California Jurisprudence, the standard legal text on California law. He was admitted to practice in September, 1920, and since that time has been engaged in the practice of the law in Oakland.

He was appointed City Clerk of Oakland on July 1, 1921, and in October became secretary of the City Planning Commission of the City of Oakland. In January, 1927, he resigned as City Clerk and was appointed City Attorney of Oakland. He resigned as City Attorney on May 27, 1927, to accept an appointment in the City Council to fill the vacancy caused by the resignation of Leroy Goodrich. Upon his appointment he was assigned to the department of Public Works, and on July 11, 1927, was assigned to the Department of Revenue and Finance, which post he continues to hold.

POLITICALLY, Commissioner Sturgis is a Republican and his religious connection is with the First Baptist Church of Oakland. He is a member of Sequoah Lodge No. 349, F. & A. M.; Oakland Lodge No. 171, B. P. O. E., the Fraternal Order of Eagles, the American Legion, the Veterans of Foreign Wars, the Press Club and the Athenian-Nile Club. He also is the author of a booklet entitled "Street Improvements," being an exposition of the laws of street improvement proceedings. Legally he is a member of the firm of Sturgis, Probasco & McLean, and a recognized authority on street improvement law.



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*The Portland Cement Association is a national organization to improve and extend the uses of concrete, with offices in 31 cities.*

# Glendale Dedicates New Air Terminal

By J. W. CHARLEVILLE  
*City Manager, City of Glendale*

ONE more brilliant, gleaming jewel, "the great diamond from the sky," was added to the beautiful collection of wonderful gems that contribute to the City of Glendale the appropriate name—"The Jewel City"—recently with the gala dedication of the Grand Central Air Terminal, with a ceremony befitting an accomplishment that becomes epochal in the history of Southern California aviation.

The formal opening of the great terminal was the most successful air meet ever staged in Southern California and was attended by the largest number of people of any event ever held in Southern California.

## Government Station

Since the terminal has been established the United States Government has made application to erect there a meteorological and radio station, the first of its kind on the Pacific Coast. The City of Glendale will deed to the government an acre of land for the station, after which the government will spend \$25,000 to equip the station. This is considered the most forward step by the Federal Government in connection with aviation, as the station will serve the entire southern part



J. W. CHARLEVILLE

of the state and give to all airports continuous twenty-four-hour service as to weather conditions.

The Grand Central Air Terminal has been equipped thus far with the following types of improvements:

## Field Improvements

Concrete runway footage—300,000 square feet of six-inch concrete.

Warrentite runway footage—220,000 square feet.

Special oil landing footage—300,000 square feet.

Oil surfacing footage—1,500,000 square feet.

This makes a total of 2,320,000 square feet of improved surface.

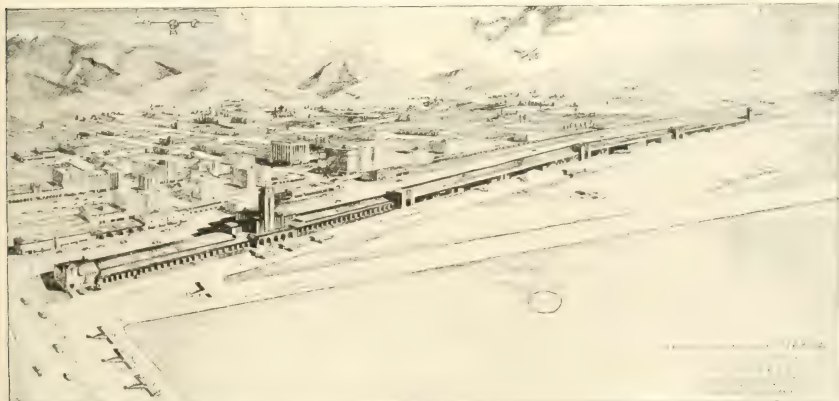
In addition to the above there is now erected on the field 130,000 square feet of hangar footage, with a contract just let for an additional 100,000 square feet to be used by the transcontinental Air Lines.

On the day of the formal opening of the Grand Central Air Terminal a group of giant tri-motored Ford planes of the Maddux Air Lines flew in formation over the city, and its environs with a group of visiting notables.

Five planes left the field and circled over the metropolitan area and on the return trip were joined by two more planes on the regular passenger schedule from San Diego and San Francisco.

## Captain Spicer Lauded

Governor C. C. Young was one of the speakers. He lauded Captain C. C. Spicer for his great accomplishment in establishing the Terminal and heartily congratulated the City of Glendale and Southern California on the project.



Grand Central Air Terminal at Glendale, before the United States Government has made application for a meteorological and radio station, the first of its kind on the Pacific Coast.

Alexander Heron, Director of Finance in the state government, delivered the official dedication address. He traced the history of aviation from its beginning and predicted that air passenger traffic shortly will become a commonplace affair for many of those who now use other means of transportation.

Others of those who participated in the dedication ceremonies were W. B. Mayo, Ford aviation engineer; J. L. Maddux, President of the Maddux Air Lines; District Attorney Buron Fitts; W. Jefferson Davis, attorney for the Transcontinental Air Lines, and Mayor George E. Cryer of Los Angeles.

Captain Spicer said that four essential points were considered in laying out the field here: atmospheric conditions, accessibility to the center of population, safety and comfort of passengers.

The program was filled with action from start to finish, without mishap to mar the day's enjoyment.

## Rebuilding San Francisco Power House

By E. F. SCATTERGOOD

*Chief Electrical Engineer and General Manager, Department of Water and Power, City of Los Angeles*

THE reconstruction of the 41,000-hp. San Francisco Power Plant No. 2 of the Bureau of Power and Light, following its complete destruction by the flood waters from St. Francis Dam, proved to be a problem unprecedented in the annals of the power industry.

In addition to the power plant, which was demolished from the ground up, the mad rush of 38,000 acre feet of water released on a wild rampage down the San Francisco Canyon at velocities from thirty to five miles per hour, tore away sections of the Los Angeles Aqueduct, washed out part of a double circuit 110 Kv. transmission line, all of the canyon road, and the operators' village, with a toll of life of sixty-five.

The St. Francis Dam was not a part of the electric power system. It was built and operated by the Bureau of Water Works and Supply to regulate the flow of the Los Angeles Aqueduct and to increase storage facilities at the lower end of the 240-mile water system. The water passed through the San Francisco Power Plant No. 1, and was diverted down the canyon into the reservoir back of the St. Francis Dam for storage. When released from the St. Francis reservoir, for use in the aqueduct system, the water was passed down the San Francisco Creek to a point downstream from Power Plant No. 2, where it was taken into the aqueduct system and combined with the aqueduct water passing through this plant, to be conveyed on for domestic use in the City of Los Angeles.

Originally built in 1920, at the time of a threatened power shortage, Power Plant No. 2 was completed and placed in operation in record time, avoiding curtailment in the use of electricity in Los Angeles at that time.

The plant building was of reinforced concrete, eighty-six feet by 126 feet and a height of sixty-one feet above the ground, with structural steel columns and beams in



E. F. SCATTERGOOD

**MR. SCATTERGOOD'S** service to the city of Los Angeles, his intense loyalty to the people's interests and his ability to assemble and train for the task an organization of men upon whom he impresses his ideals and sincerity of purpose, are his outstanding characteristics. Under his direction and management, the Water and Power Development of the city of Los Angeles has been built from the ground up, originally from one employee—Mr. Scattergood—to more than 3000 highly technical experts, skilled engineers, superintendents, foremen and workmen, all adept in various branches of electrical and mechanical crafts. In Los Angeles, those in position to know assert that the city's power bureau organization is one that stands second to no electric administration, or in enthusiasm and loyalty to the interests of the service.

aqueduct, being taken out at a point in the tunnel six and one-half miles from Power Plant No. 1 and run through a short tunnel into a surge tank. From the surge tank two steel penstocks, each 1440 feet long, ranging in diameter from seven feet at the top to six feet at the bottom, extend to the Power Plant, dropping 540 feet to the two 20,500 horsepower 17,500 Kva. vertical reaction turbine generator units in the power plant.

The outlet for the electrical energy generated in the plant is through these 6600 volt generators to circuit breakers of a like voltage and then to two banks of 5833 Kva. transformers, seven transformers in all, each weighing thirty tons, which stepped the voltage up to 110,000 volts, from where it passed through high voltage circuit breakers to two banks of lightning arresters and then on to the tap transmission line, which feeds into the main line from Power Plant No. 1 to Los Angeles. The entire plant was completed in 1920 at a cost of \$2,350,000.

The plant was protected from the stream floods by a diversion channel, capable of handling 10,000 second feet of water, amply safe for all storm run-off in the watershed.

Five minutes after the dam failed, or at exactly three minutes after midnight, 38,000 acre feet of water was released, and a wall of water 125 feet in height came racing, swirling and roaring down the crooked canyon at an estimated speed, at the plant, of eighteen miles per hour, completely engulfing Power Plant No. 2, which stood directly in its path, and only about half as high.

The force of the moving water tore the building from its foundations, carried away all equipment, ripped up the generator room floor, completely filled the turbine room below with the debris including an automobile and miscellaneous parts from many sections of the canyon above the plant. As usual, many freaks of the disaster were com-

certain walls and floors of the electrical bay. The plant receives its water from the main line of the

mitted. In the turbine room, many heavy pieces of machinery, weighing several thousand pounds, were moved about and in some cases lost, while much lighter pieces were not moved, and were found to be undamaged.

Heroes are sung far and wide in everyday life, but the inanimate heroes of the dam disaster are the two generating units and the two steel penstocks, which withstood the test and emerged like mighty Gibraltars.

The generator foundations, like the building foundations, although independent therefrom, were anchored in bedrock on the bottom of the stream bed and accounted for the fact that they were unmoved by the overwhelming flood. The two

erator No. 2, the upstream unit, was in operation and continued to run for some three hours until employees from the other power plant could arrive and shut it down by closing a butterfly valve in the upper end of the penstock.

At daybreak, the entire construction force of 125 men located at Power Plant No. 1 engaged in installing a 32,000-horsepower horizontal waterwheel unit, and all others available immediately set out to patrol the canyon in rescue work. The next day, while the rescue work continued, rehabilitation work was started.

The paramount problem confronting the Department was to repair the aqueduct. To restore the aqueduct to its normal flow would eliminate

the water hazard. The main road in the canyon below could be rebuilt. Work and the delivery of supplies continued through both day and night and soon the first objective was reached.

Rather primitive methods of handling materials were of necessity used in the early stages of the reconstruction work. Due to the lack of transportation direct to the scene of activities, lumber and materials were carried from the transmission line road to the edge of the cliff above the break at Drinkwater Canyon and then slid down into one of the several lakes left by the flood, from which they were fished out for use. At the power plant the bed of the old tramway was ingeniously used by making a greased skidway down the hill, over which materials and equipment and men were conveyed. Temporary camps were set up in the bottom of the canyon, close at hand, and meals were served the second day.

The work of getting the power plant back in operation was without choice divided into two parts. First, putting Generating Unit No. 1 back into operation. Being shut down at the time of the disaster, it was believed to be only very slightly damaged, and with slight repairs and a dryout it was thought it could be put in operation. Second, was the erection of the building and installation of the 100-ton crane, so that the No. 2 Generating Unit, which was in operation throughout the flood, and which was damaged to the extent that it would require a complete overhauling and several new parts, could be restored to service.

In the inspection of the building and equipment and in the decisions made regarding reconstruction, the Power Bureau officials and engineers were not alone in their judgment, for expert consultants were retained to aid in this most unprecedented problem of rebuilding a power plant under such conditions.

Probably never before have the same group of men been required to rebuild a power plant which had been constructed by them less than a decade previous. In this instance, many of the same men performed the identical tasks they had so earnestly done in the original building operations.

In less than two weeks following the disaster, construction work was humming; construction and repair shops were being built, and turbine room was being excavated; Generator No. 1 was being cleaned up and auxiliary parts transported to the Bureau's shops in Los Angeles for repair, which shops were also making permanent construction camp buildings; foundation walls were levelled and cleared off and being prepared to receive the new superstructure; salvaging operations were in full swing; construction was started on a temporary switching station and control house to handle the output of the generator when it was ready for service.

All of this work was not done in the field. The office personnel of the Construction Division, as well as purchasing, transportation and warehouse offices, were more than busy writing specifications for material, getting orders placed for immediate delivery, and arranging for transportation over mountain and canyon roads to the job.

A very interesting phase of the work was the salvaging operations. With the Generating Unit No. 1 in condition to operate, after minor repairs, the all-important problem of recovering the transformers was apparent. Purchase of new transformers would entail a loss of months. If the old ones could be recovered and rebuilt, at whatever cost, the



Close up of reconstructed San Francisquito Power Plant No. 2

steel penstocks were anchored deep into the side of the canyon walls by means of heavy concrete piers, and like the above foundations, proved their worth and were pillars and nuclei about which the plant was so quickly rebuilt and restored to service. Parts of the building and equipment were scattered from one to two hundred yards from the plant and deposited at depths ranging from a few feet to twenty feet below the new canyon floor.

Considering that the peak of the flood was over within an hour and that, during that time, sand, gravel, rocks, boulders and timbers were carried in the swirl of water, it is rather remarkable that anything at all was left.

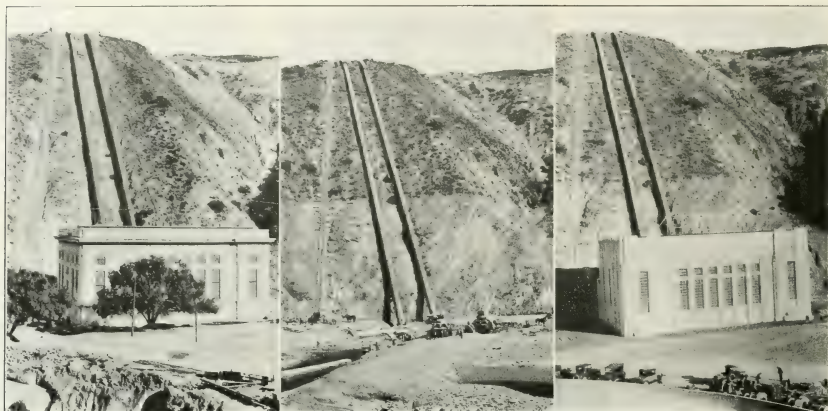
At the time of the disaster, Gen-

erate any chance of water shortage and at the same time allow Power Plant No. 1 to operate.

The next most important issue to the Power Bureau officials was to replace Power Plant No. 2 and again deliver the 41,000 horsepower of electrical energy to the transmission lines for use on the City's system.

Before any repair or reconstruction work of any great amount could be done, it was necessary to relocate and rebuild the main road up the San Francisquito Canyon. The only access to the plant and aqueduct breaks was by means of the transmission line road, which leads up through Haskell and Dry Canyons, and has a branch road leading to the upper end of the Power Plant No. 2 penstocks.

It was over this narrow patrol road, not built for heavy traffic, that men and sup-



Left—San Francisquito Power Plant No. 2, as reconstructed December, 1928. Center—After the flood of March 13, 1929. Right—View of Power Plant No. 2, as constructed in 1920.

net saving due to the time limit would be great.

The first four of the seven transformers were recovered with little difficulty, as they were partially exposed, the fourth being located by oil seepage coming to the surface.

The last three were very effectively concealed. Many methods were used to locate them, including the use of a magnetic dip needle. With this information, together with a knowledge of the original contour of the canyon and the locations of the transformers recovered, excavating machinery was put to work and soon unearthed the balance.

To all outward appearances it was evident that the transformers had a rugged journey, particularly one which was located upstream in the plant and was the one farthest downstream when recovered. Inspection of the vital parts, however, revealed that with a good cleaning and repair of some parts and replacement of others outside of the tanks, they could be conditioned in the camp repair shop.

With the generator and transformers conditioned and a temporary switching and control house set up, Unit No. 1 was placed in operation, three months and a day following the disaster, and continued to run twenty-four hours a day until Unit No. 2 was restored to service.

The Unit No. 2, which ran for three hours throughout the flood without lubrication, and under 125 feet of water laden with sand and gravel, had to be completely overhauled. The turbine runner and wearing plates, thrust bearing, stator coils, 50 per cent stator iron, governor, were all replaced new, and field coils, exciter and guide bearings were all repaired or rebuilt.

In assembling the field poles on the rotor, they were placed in such a manner as to produce the best possible balance. Owing to the fact that the weights of the pole pieces were all different, a perfect balance could not be had. A forty-seven-pound counterweight was introduced, and when the machine was put into service it was proved by extremely smooth opera-

tion that the placing of the counterweight was very accurate.

The stator rewind job was practically the only clean-cut repair work. The machine was completely rewound, and ready for lowering of the rotor in place, within seven days after placing the first coil, an unusually fast piece of work for a machine of this capacity.

Dry-out was unnecessary, as the coils were fairly dry when received from the factory, and were heated to a temperature of 55 degrees Centigrade before placing in stator and tested in place while rewinding was in progress.

Probably the most difficult repair work on the unit was the straightening and turning down of the shaft of the seventy-two-ton rotor. The rotor has a diameter of eight feet 5 inches and a thickness of five feet six inches and is built up of laminated sections shrunk on the shaft as a unit.

The shaft has a diameter of fourteen inches and twenty inches and an overall length of twenty-one feet. It had been sprung and badly cut on both upper and lower sides of the rotor, 110 of an inch on the former and .045 of an inch on the latter or coupling end, which extend five feet and eight feet beyond the rotor respectively. The point of bend in the shaft started about ten inches from the rotor on each side.

The task of reconditioning the assembly with the shaft in the rotor was done on the job, due to the fact that no adequate machine tools were available in Los Angeles.

Two special nickel chromium cast iron rings were placed over each end of the rotor, their function being that of chucks to carry the entire rotor assembly.

The chuck rings rested on two eight-inch parallel shafts with ground-bearing surfaces held in place by steel collars, these shafts functioning as roller bearings on which the entire assembly was rotated; one shaft acting as a driver and the other as an idler. A special machine tool was designed for turning the lower end of the shaft and facing the coupling. A standard lathe bed was used on the upper end.

Spot heating was used to straighten the shaft, heat being applied by an acetylene heating flame on the convex side of the shaft. The result of the spot heating was very successful; the shaft was brought to within .002 of an inch of being straight. The shaft was then machined and a special lapping tool was used to secure a proper bearing surface.

The selection of the Keller Slip Form method for use in reconstructing the building superstructure proved to be a most wise and economical choice, especially from the viewpoint of time.

It was imperative that unless some very quick means were used in erecting the building, that the delay in overhauling Generating Unit No. 2 would be great. If the crane could be made available at an early date, the unit could be overhauled. Also, new equipment could be installed so that complete restoration of the entire plant would progress in a continuous and rapid manner.

Although used previously on storage buildings of very plain design, with few openings and practically no steel framework, its adaption to a power plant building has been considered as a forward step in construction methods.

The actual formwork consists of four feet of wooden forms which are made for both sides of all walls of the building. They are set on top of the foundation walls and are gradually jacked up by means of movable yokes and special jacks attached to one-inch high carbon steel rods placed at fixed intervals in the walls. The upward movement is about three inches per hour.

The four feet of forms having been placed on the foundation are filled to the top with concrete, and they are then started in motion, the pouring of concrete being continuous until the job is completed.

Throughout the pour everyone connected with the job, including the pipe, conduit, reinforcing steel, and material supply men, must be "on their toes," for nothing must be forgotten or left out as the walls are built.

# Sprinkling Filter Design at San Bernardino

By L. F. REIN

Secretary, Pacific Flush Tank Company

THE sewage treatment plant at San Bernardino, California, designed by the Currie Engineering Company and C. E. Johnson, is one of three plants on the Pacific Coast making use of a new and novel feature in sewage treatment practice. One of these three plants is at La Grande, Oregon, and has been in operation for several years. The other at Walla Walla, Washington, like the plant at San Bernardino, is at this time under construction and will be completed shortly.

The new and novel feature mentioned refers to the design and operation of the dosing tanks and dosing equipment which are used in applying the sewage to the filter beds. These are quite different from any that previously have been used in California.

Up to the time of introduction of this new design all sprinkling filter plants used the single dosing tank, wherein there is an inflow into the tank during the time of discharge. Designers and operators were not long in finding out that in almost every sewage treatment plant the inflow has a considerable variation in volume. The flow varies not only during the twenty-four hours of the day, but there are also seasonal variations. With these wide fluctuations of flow and with a single dosing tank there was bound to be over-dosing of some area and under-dosing of others, which re-



*Bottom rings of one pair of Imhoff tanks and secondary tank preparatory to sinking as open caissons*

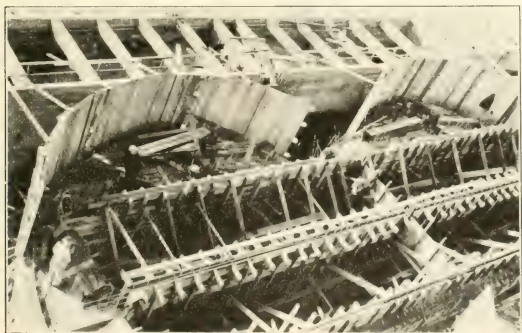
sulted in many cases of ponding, clogging and general unsatisfactory distribution.

To overcome this condition, as well as to provide for greater rapidity in applying the sewage to the filter, there was introduced and first used at Fitchburg, Massachusetts, by Metcalf and Eddy, what is now known as the Twin Dosing Tank principle. In this type of design the dosing tanks are built in pairs, and in each tank is located an automatic dosing siphon connected directly to the nozzle distribution system. At

the inlet end of each dosing tank is placed an air lock feed control which automatically turns on and shuts off the supply to the dosing tank.

In operation, the dosing tank is filled to a predetermined depth and the siphon automatically started. A small portion of the siphon discharge is introduced into an auxiliary chamber and the air in said chamber is compressed and forced into the inlet feed that is operating, thereby creating an air lock and shutting off the flow into the dosing tank. At the same time the air lock in the feed control of the idle dosing tank is released, thereby admitting the inflow to the empty dosing tank. It is quite easy to see the benefits of such an arrangement. First of all, and probably the most important, is the fact that there is no inflow into the dosing tank during the time that the nozzles are operating, and so, regardless of variations in the inflow, there is always a uniform measured dose delivered to the filter. This insures proper distribution over the filter area which, of course, is the result sought.

Another advantage of the twin tank is the increase in the rapidity of applying doses of sewage to the filter area. With the single tank there is a period of idleness during which time the tank is filling, and this period, as well as the actual time of dosing, will vary as the in-



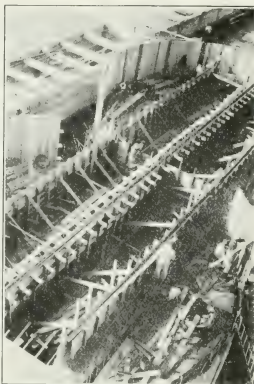
*General view of Dosing Chamber*

flow varies. With the twin tank design there is always one tank filling while the other is being emptied, and when the limit of inflow, for which the plant has been designed, is reached, the tanks can alternate in their operation with an interval of as little as thirty seconds from the shutting off of the operating tank to the starting of the tank that has been filling.

Since the introduction of the twin tank at Fitchburg the engineers of the Pacific Flush Tank Company have greatly developed the details of design for this type of equipment, and there are many plants throughout the country using this principle that have been in operation for a number of years. We are pleased to refer engineers to such plants as Worcester, Massachusetts; Cleveland, Akron, Canton, Marion, Delaware and Alliance, Ohio; Bloomington, Urbana and Elgin, Illinois; Madison, Wisconsin, and Wichita Falls, Texas. These are a few of the larger works, but there are a number of smaller installations in use.

The fact that prominent sanitary engineers throughout the country continue to design and construct secondary treatment works of the sprinkling filter type would seem to indicate that they are well satisfied that this type of treatment measures

up to any that is available at the present time. It is true that some difficulties have been met with in California, but in all probability most of



*This view shows the form work for troughs on South Imhoff tanks—one-half of twin dosing tank and corner of filter beds*

the trouble can be traced to the introduction of certain trade wastes, which would have a detrimental

effect on almost any type of treatment.

The city of Fort Worth, Texas, probably has one of the worst conditions in the country due to the necessity for handling large quantities of waste from the packing house industry. They have been taking care of their sewage for a number of years by means of settling tanks and sprinkling filters, and even though in the last few years the plant has been greatly overloaded, they have, by rigid control, been able to obtain fairly satisfactory results. Within the last few months they have started a large reconstruction program. The old plant consisted in part of three sprinkling filter units operated by single dosing tanks. The new program will provide an additional filter, and the old single dosing tanks will be abandoned, and they will substitute therefor four sets of twin tanks operated by eight thirty-inch dosing siphons designed and furnished by the Pacific Flush Tank Company. These changes were not decided upon until extensive experiments and investigations had been made covering a period of several years, and the fact that they concluded to use sprinkling filters of the modern type for handling this extremely difficult sewage speaks well for this type of treatment.

## LEAGUE PRESIDENT AN ACTIVE MAN

**H. C. BOTTORFF**, who was elected President of the League at the convention held in San Bernardino last October, began his business activities in this state as a newspaperman, having engaged in that work from 1907 to 1917, during the last seven years of which he served as business manager.

In 1917 he was appointed general business agent for the State Board of Control, in charge of finances and the administration of budgets and institutions, having resigned in 1921 to become Comptroller and Assistant City Manager of Sacramento. He held the latter position until January 1, 1923, when he was appointed City Manager. He served with great distinction as City Manager of the Capitol City for more than five years, having resigned on October 15, 1928. He then was appointed President of the California State Life Insurance Company, one of the largest institutions of its kind in the state.

As Comptroller and Assistant City Manager of Sacramento he effected

a complete reorganization of the city government to fit the new charter. He prepared and supervised



**H. C. BOTTORFF**

the installation of procedure and organization as well as the financial policy of the city.

During his incumbency of the

office of City Manager, he introduced a development program that involved the equivalent of an expenditure of \$7,000,000 and carried through to completion numerous municipal projects which would have run over a twenty-five-year program under the method followed prior to the adoption of the City Manager plan of government.

Mr. Bottorff initiated the organization of the City Managers Association of California and is a past president of that body. In addition, he has been a recognized leader in the International Association. It was at his suggestion that the step was taken for the affiliation of the City Managers Association with the League of California Municipalities.

He has taken an active part in state and municipal work for the last fifteen years, and was the unanimous choice for president of the League when the convention met at San Bernardino last October. In addition to his civic work, Mr. Bottorff has found time to interest himself in business and social affairs, being a director in eight corporations and a member of several leading clubs and fraternities.

# City of Seattle's Bridge Program

By W. D. BARKHUFF, C. E.

*City Engineer, Seattle, Wash.*

THE city has three bridges under contract at the present time and expects to receive bids on a fourth in the near future. Those being built are as follows:

A bascule bridge across the West Waterway at West Spokane Street. This bridge is the second to be built at this location, the first being finished in 1924. It replaces an old draw span condemned and removed during the spring of 1928. The new bridge is located eighty-five feet south of the existing bascule span and parallel thereto. When completed, each bridge will carry one-way traffic, the existing bridge taking the west and the new bridge taking the eastbound. Each bridge will have a forty-one-foot roadway, with one streetcar track thereon and one six-foot sidewalk.

## Truncheon Bascule Bridge

The new bridge consists of a double leaf simple truncheon bascule bridge, Chicago type, 288 feet between centers of trunnions, two forty-two feet fixed spans, and two 108-foot approach spans. The west approach will consist of about 620 feet of concrete viaduct on a 1.3 per cent grade, while that on the east will be of temporary timber construction, about 730 feet long on a 5.5 per cent grade to the existing street level.

The contract for the substructure was awarded to the Puget Sound Bridge and Dredging Company in May, 1928, and at the present time

is about one-half completed. Bids were called for the steel superstructure, and were opened on March 1, 1929. Plans are being drawn for the approaches and it is expected that this project will be completed in the first part of 1930, at a total cost of about \$1,100,000.

## Street Reconstruction

To provide a more direct approach to the business district from the south, the city is straightening and extending Second Avenue, from Yesler Way to Fourth Avenue South. The opening up of the street will materially relieve traffic congestion in the southern part of the city and

make for the rehabilitation of some of the oldest parts of Seattle. This extension cuts diagonally through several blocks and requires the removal and reconstruction of several large buildings, the filling of the street area and the construction of a new viaduct over the railroad passenger yards of the King Street Station of the Northern Pacific and Great Northern Railways. It was necessary to remove the old plate girder spans on Jackson Street and replace them with other construction. Owing to the convergence of Fourth Avenue South and Second Avenue in a north and northwesterly



*West Spokane Street Bridge No. 2. Steel sheet piling in place for west bascule pier*



*West Spokane Street Bridge No. 2. General view of existing bridge and construction work on new bridge*

direction, and the crossing of Jackson Street in an east and west line, these three streets create a large triangular area, which extends over the trackage at the passenger station. On account of the very limited headroom available, the large area to be covered, the limited space for the placing of the supports and the proper handling of the smoke from the standing engines below, the selection of the most desirable type of construction presented a problem of no small magnitude.

A design consisting of concrete slabs, supported on steel girders and columns, was finally adopted, the plans drawn and a contract awarded to Nygren Brothers, who are now engaged in wrecking the old bridge.

This work necessarily proceeds slowly on account of the many difficulties encountered in the correct handling of vehicular, street and steam railway traffic. It is expected



*Lawton Way Bridge. General view of spans over railroad tracks*

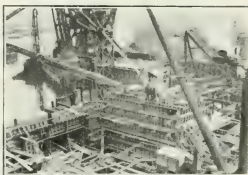
that the work will be completed in 1929, at a cost of about \$112,000. The entire improvement, including condemnation and all street improvements, will cost approximately \$1,226,000.

A timber bridge is being built on Lawton Way across the tide flats and railroad properties from Fifteenth Avenue West to Magnolia Bluff. An old bridge on this location was destroyed by fire a few years ago and the present construction is in the nature of a replacement. The structure consists of about 2000 feet of timber trestle on Lawton Way and Twentieth Avenue West, and 600 feet on West Halliday Street to a connection with Thorndyke Avenue and two truss spans across the railroad tracks. These trusses are of unusual design, being of the Pratt type, with timber compression and

steel angle tension members. The design is one which resulted in more economy and longer life than the conventional Howe truss.

This bridge will carry a roadway twenty-one feet, eight inches wide between curbs, and one six-foot walk, and will provide an approach to the city for the residents of Magnolia Bluff during the building of a permanent structure on West Garfield Street, which is scheduled for construction during 1929-1930.

The West Garfield Street viaduct and bridge, for which the city expects to call for bids in the near future, will furnish a more direct route to the city, for the residents of Magnolia Bluff, than they have previously had. This area is a rapidly growing, high-class, resi-



*West Spokane Street Bridge No. 2. Construction view of bascule pier on west side of waterway*

dential district and the construction of the bridge will bring it within a very short distance of the downtown area.

The structure crosses what is known as Smith Cove and also

serves the large dock properties of the Seattle Port Commission and the railway companies, before climbing to the bluff on a six per cent grade. For that portion serving these docks a roadway sixty feet,



*Second Avenue Extension. Demolishing old plate girder spans at Jackson Street*

eight inches wide is provided, with a six-foot sidewalk on each side and a ramp to the lower level. The approach to Magnolia Bluff carries a thirty-six-foot roadway, with two six-foot walks. The structure will be of reinforced concrete construction throughout, with the possible exception of spans over the tidelands, on which alternate bids for structural steel trusses will be asked. The entire structure will be about 3300 feet long and from twenty-five to 105 feet above the surface of the ground. An ornamental lighting system and concrete railing will be provided.

Construction will take about a year and a half, which will put the bridge in service in the fall of 1930, at an estimated cost of about \$650,000.

## READABLE MUNICIPAL REPORTS RECOMMENDED

A municipal report which presents an interesting and readable picture of governmental activities, either in place of or in addition to ponderous statistics, is the objective of work now being done by Professor Wylie Kilpatrick, of the Department of Research in the Social Sciences, of the University of Virginia.

At the recent convention of the National Municipal League, in Cincinnati, Professor Kilpatrick distributed copies of a tentative "dummy" form of suggested city report. Although this particular form did not represent the final result of the research, it contained novel characteristics quite at variance with the fairly standardized type of municipal report now issued in many cities.

Many of the changes were made with a view to describing city activities in terms of human efforts,

work and accomplishments, as well as in figures arranged in tables.

For example, the revenue side of city budgeting is divided into parts devoted to the income from general taxes, special benefits and fees, commercial earnings, grants from state and county, and borrowings, with a total of each indicating the exact source of the money and the general class of persons who will pay it. Formal language is avoided throughout.

With a view to heightening interest in the expenditures side of the budget, the suggestion is made that the personalities of the spenders be brought into the picture and some conception conveyed of the type of work for which given sums of money will be expended. For example, some of the suggested appropriations are phrased thus:

"John Doe, Director of the Department of Public Service, who su-

pervises elections, public records, health, charitable and penal functions, will spend \$ ....."

"Thomas Brown, director of Public Works, in supervising the construction, cleaning and repair of streets, collection and disposal of garbage, and the distribution of water, will spend \$ ....."

One section of the report gives attention to the activities of citizens in municipal government affairs, touching the responsibility of all citizens to vote, describing the activities of commercial and civic organizations on questions of public affairs and indicating the points at which the individual citizen comes in contact with governmental activity.—The Public Dollar.

Several thousand yellow pine trees will be planted in the near future in the hills above San Andreas, California, by the Boy Scouts of the county, working under the direction of State Forester M. B. Platt.

# Oakland's Financial Department

By EUGENE K. STURGIS

*Commissioner of Revenue and Finance, City of Oakland*



JAMES F. CAREY  
*Head Clerk, Bureau of  
Permits and Licenses*



SOPHUS NELSON  
*City Treasurer*



RALPH E. YORK  
*Exec. Sec., Dept. of Public  
Health and Safety*



JAMES W. ROONEY  
*Head Street Bond Clerk  
Street Imp. Bond Dept.*

THE Department of Revenue and Finance of the City of Oakland is that department which, under the charter, has "supervision of all financial matters of the City." It includes the office of the Treasurer and Tax Collector, Street Bond Department and the License Collection Department.

## Preparing the Budget

The principal function of the Department of Revenue and Finance is the preparation and submission of the annual budget. The city charter provides that on or before the third

Monday in July of each year, the various departments shall submit to the Commissioner of Revenue and Finance an estimate of the amounts required for the proper conduct of their respective departments during the next ensuing fiscal year. The charter further provides that the Commissioner of Revenue and Finance shall, on or before the third Monday in August of each year, submit to the Council an estimate of the probable expenditures of the city government for the next ensuing fiscal year.

During the last few years, the Commissioner of Revenue and Finance has inaugurated a new scheme of budget-making. He has called public meetings in July of each year to consider the budget. Representatives from all civic, fraternal and improvement organizations in the city, as well as interested taxpayers, have been invited to participate in these meetings. Two years ago, when the meetings were first held, the council chambers were crowded with hundreds of people seeking information upon the operation of the government. Last year the meetings were equally well attended and the officials of the city were given much valuable information by the taxpayers. It was felt that the value of these meetings was two-fold. First, they were educational, in that they made a large number of people familiar with the operation of the government and showed them how the money is spent. Second, through the discussions and debates that took place in the public meetings, the officials were able to sense the general feeling of the community on expenditures. Many valuable ideas were obtained and some of the ideas received from the public meetings were put into effect in making up the budget.

## Unique Tax Record

Oakland has had a unique record the last few years in its tax situation. For the fiscal year 1926-27, the tax rate of the City of Oakland was \$2.50. For the year 1927-28, the tax rate was \$1.99, a reduction



*At the Cashier's window in the City Treasurer's office, Sophus Nelson, City Treasurer, with currency, at window.*

of 51 cents in one year. For the present fiscal year, 1928-29, the tax rate was still further reduced, so that it is now \$1.94. This is a reduction in the city tax rate of about 25 per cent in the course of two years.

Ralph E. York, Executive Secretary of the Department of Revenue and Finance, who is a veteran of many years of service in all branches of the city government, has been able to give the department the value of this long training and experience. Thus this last year, the budget prepared and adopted by the Department of Revenue and Finance, was adopted by the City Council without any change whatsoever.

#### The Treasurer's Office

The City Treasurer of the City of Oakland is Sophus Nelson. Mr. Nelson for many years has been a resident of Oakland. He was for six years president of the Civil Service Board and has been holding the office of City Treasurer for about a year.

Mr. Nelson has the duty of taking care of all of the city's money. Last year there passed through his hands something in excess of twelve millions of dollars.

Mr. Nelson recently entered into negotiations with the banks of the City of Oakland to procure a higher rate of interest for deposits of city money, and in some cases has secured this increase. The Treasurer's office is being operated as economically and more efficiently than it has ever been operated before.

Formerly, the City Treasurer was also the Tax Collector. About three

years ago, the people of the City of Oakland passed a charter amendment, providing for the collection of taxes and the assessment of property within the City of Oakland by the County of Alameda. Therefore the City of Oakland no longer assesses property within the boundaries of the city. It is all done by the County Assessor. Neither does the City of Oakland any longer collect taxes. These are collected by the County Tax Collector. Therefore, the City Treasurer no longer has the duty of collecting taxes. If the people should decide that the collection of taxes by the County of Alameda was no longer profitable or desirable, Mr. Nelson's office would again assume the burden of collecting taxes.

#### License Collection Division

The License Collection Division is presided over by James F. Carey, who has the rating of head clerk. Mr. Carey is a veteran of many years service with the city. Prior to one year ago, the City of Oakland had a very small license collection division. In January, 1918, however, the City Council passed a general license tax ordinance. This ordinance licensed practically every business operating in the City of Oakland. From a department of two men, Mr. Carey now has seven men under his jurisdiction. Last year nearly a half million dollars was collected by this department in license taxes. This year it is estimated that even more will be collected.

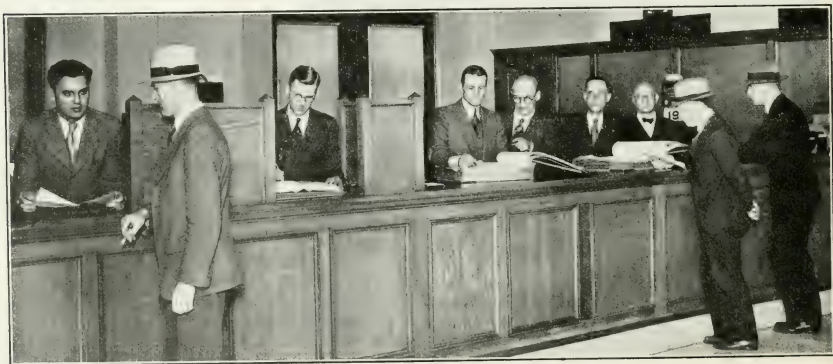
Those who have occasion to patronize the License Department will receive prompt and courteous service from the men who are operat-

ing this department. They sometimes are compelled to exact penalties when they would rather not do so. They sometimes are compelled to collect higher license fees than they would like to see collected. They sometimes find individuals paying license fees who they feel cannot afford to pay them. It, however, is their duty to administer the law as they find it. Citizens will find them efficient, courteous and sympathetic.

#### Street Bond Department

The Street Bond Department is presided over by James W. Rooney, who has the rating of Head Street Bond Clerk. This is the department that has charge of the issuance and collection of all street improvement bonds for the City of Oakland. They handle a considerable volume of business. Last year there was issued in the City of Oakland approximately a million dollars in warrants for street improvement work and this department had the duty of preparing all the bonds, in addition to collecting the coupons representing installments on interest and principal.

Mr. Rooney is an expert on street bonds. He has received offers from outside firms for employment, which would give him a much higher salary than he is receiving from the City of Oakland. His refusal to go indicates the type of loyalty in this department. He has felt that his long service can best be used by the city government and has refused all outside offers which have been made. He is assisted by five men, all of whom are experts in this particular and technical type of work.



*Employees of the Street Improvement Bond Department at work*

# The Law and the Health Officer

By WALTER M. DICKIE, M. D.

Director, State Department of Public Health

**L**AWS relating to the public health are manifold, and their variety is almost as great as that of the color scale. They range from measures for the abatement of nuisances to regulations for the control of the communicable diseases. They have to do with insects, animals, human beings and inanimate objects. It is doubtful if any department of civil government covers a wider range of subject matter than does the health department. The usefulness of health laws changes with the development of scientific knowledge in the control of disease and changes in living conditions, with the result that many of these laws have become archaic within a few years after their enactment.

The same may be true of laws for the prevention of crime and for many other laws that have been made for the protection of society. The change in our economic and social conditions is responsible also for making many laws inapplicable to modern social conditions. Most states, counties and cities have on their statute books laws of this type, which cannot be enforced because the conditions which they were designed to meet have disappeared entirely. For example, horse thieves have become almost non-existent since automobiles became our chief means of transportation, but the laws relating to the stealing of horses still stand. Many bridges and thoroughfares in California still bear signs which read, "Walk your horses," while automobiles drive over the same bridges and thoroughfares at speeds which would startle our grandparents.

## "Pest House" Has Gone

It is only a few years since "pest houses" were removed from the statutes of California. To be sure, we still have hospitals for communicable diseases, but that relic of the dark ages when disease was regarded as a punishment for sin—the pest house—is no longer heard of in this enlightened age. There is still a legislative act in force which prohibits the delivery of ice from breweries, although the changed social order has transformed most of our breweries into ice cream factories. Similar discrepancies exist in city



WALTER M. DICKIE, M. D.

and county ordinances, as well as in the legislative enactments of most of the other states.

Public health laws must be more or less flexible. Social conditions do not remain fixed, and the laws must be so designed that they will apply to the continual changes that must occur. The law confers upon the State Board of Public Health the power to make regulations for the control of the communicable diseases. Local health officers are charged with the enforcement of these regulations, which duty constitutes one of their most important offices. These regulations, however, do not remain stationary. With the development of new methods in the control of communicable diseases, the regulations are amended so as to make proper use of such efficient new machinery as may be made available. Quarantine, isolation and observation of cases and contacts constitute the chief means used in the control of the various communicable diseases. The development of immunization procedure, however, has taken much of the discomfort out of the enforcement of stringent regulations.

Quarantine has become a net rather than a stone wall. It is intended to select the individual who may constitute a menace to the health of his fellow men and to prevent his contact with other persons until such time as he may no longer be a menace to their health and

safety. Quarantine, today, does not have the meaning that it had ten, twenty, or even thirty years ago. The word quarantine is derived from the Italian word "quaranta," which means forty. In the Middle Ages ships which carried cases of pestilence aboard were detained for a period of forty days. It is this procedure which gave rise to the mechanism of quarantine. Throughout the intervening years, quarantine periods of arbitrary range have been enforced throughout most of the civilized world for the purpose of controlling the spread of the communicable diseases. And it is not so long ago that "shot-gun" quarantines were in common usage everywhere. Fortunately, the application of these severe and stringent measures is no longer used where modern public health administration is in force.

## Quarantine Based on Facts

The modern application of quarantine is based upon scientific facts. Its application requires reason, judgment, tolerance and tact. It is not right that any individual should be held in restraint for a longer period than his dangerous condition persists. Modern science has, for many diseases, discovered methods of determining exactly when this dangerous condition no longer exists, and as a result quarantine is no longer the hardship that it was at one time. It is not the application of mere physical restraint through force. It is essentially a measure, the late terrors of which have been removed by means of modern scientific methods.

Quarantine is required in California for most of the extremely virulent infections, and it must be admitted that for many severe diseases no other effective method of control is known. Such diseases as smallpox, diphtheria and typhoid fever need not be quarantinable if individuals avail themselves of the opportunity to make themselves immune against these diseases through vaccination procedures. In some states smallpox cases are not quarantined. Authorities in such states believe that the value of vaccination against smallpox is so well known that the responsibility for protecting the individual against the ravages of this

disease rests upon the individual only and not upon public officials or upon the government. This method is not effective, however, in the protection of little children. If all little children were to receive this protection the responsibility upon the individual might well stand.

The duties that fall upon the average health officer cover an enormous range of subject matter, and the laws and regulations which he

is called upon to enforce require considerable knowledge of health laws. In California, during recent years, there has been a marked tendency to reduce the number of laws that pertain to public health and to simplify the enforcement of existing laws. Such a policy is certain to be productive of beneficial results, and it makes the enforcement of health laws and regulations much easier for all concerned.

## PERSONAL PROPERTY ASSESSMENTS

By S. F. CHESHIRE

*Assessor, Tax and License Collector, City of Pasadena*

WITH the passing of the first Monday in March we, whose duty it is to make assessments of property within the various municipalities of the state, have cleared the

upon the basis of book values. But in the assessment of household furnishings it is difficult indeed to apply any scientific method in arriving at values.

When the assessor crosses the threshold of the home he comes into contact with an atmosphere and a condition that does not tend to encourage the use and application of the rules used in the appraisal of other classes of property.

Just another word in connection with the assessment of automobiles. Each year we secure copies of the registration records of the Motor Vehicle Department of the State of California, which copies are typed on cards and contain the name of the owner, address, kind of automobile and the year model or year first sold, if possible. There are three sets of these cards. One set is arranged alphabetically as to the name of the owner and one set is arranged by license number. Against these cards there is checked the taxpayers' statements as they are filed in the office. The third set of cards is arranged by street number and are carried by the field deputies. By this method we have been able to materially reduce the number of automobiles that would otherwise escape taxation.

The fact that a considerable number of automobiles escape taxation each year on account of the inability of the assessor to locate the property and the owners before the same have been removed to parts unknown, will no doubt lead to the adoption of a different method of taxing this kind of property. The main object to be attained by the assessor is an equitable distribution of the tax burden according to the equalized value of taxable property. In this age of advanced ideas the very important problem of distributing the tax burden must be done in accordance with such rules and methods of procedure as will stand the test from a scientific point of view.

## A Few More Bouquets From the List

Miss Alida C. Bowler, director, Division of Public Relations, Los Angeles Police Department.—Chief of Police James E. Davis and other executives in the office, who have seen the article in the January PACIFIC MUNICIPALITIES, "Los Angeles Police Commended for Marksmanship," were very greatly pleased with it. The Mayor of Eureka wrote asking a lot of interesting questions about our training work, on the basis of the article that appeared in your publication.

\* \* \*

A. A. Hall, City Attorney, Tillamook, Wash.—After a study of the system upon which you operate, together with a careful examination of the splendid magazine you issue, we certainly feel that we are in no position to give you any suggestions, nor have we any criticisms to make.

We are asking the City Recorder of Tillamook City to subscribe to this magazine, that it may be studied by members of the Common Council of Tillamook, and will make similar recommendations to other cities.

\* \* \*

John A. Morton, Commissioner of Public Works, City of Santa Monica, Calif.—I am doing today what I should have done a month ago, when PACIFIC MUNICIPALITIES came out in its new dress. I want to compliment you on the make-up and contents of the new-old magazine.

\* \* \*

F. C. Hezmalhalch, City Clerk, City of Fullerton, Calif.—The January number of your magazine was a surprise and a delight and the February number contained some very interesting articles and pictures. I want to congratulate you on giving our organization a "real" magazine.

\* \* \*

Archer Bowden, City Attorney, City of San Jose, California.—Permit me to congratulate you on the new make-up of PACIFIC MUNICIPALITIES. I think the new type and arrangement make the magazine much more attractive and readable.

Dr. Wiley Reeves of Salinas has been appointed health officer of Monterey County to succeed Dr. R. C. Main, who is now health officer of Santa Barbara County. Dr. Reeves is a resident of Monterey County.



S. F. CHESHIRE

decks for action and brushed the cobwebs from our minds concerning the requirements of the law and the methods of procedure to be followed.

In the assessment of personal property there arise most of the serious problems to be solved by the assessor. The reason is largely due to the fact that it is practically impossible for the assessor to apply any scientific method in arriving at the assessed value of a considerable portion of this class of property. In the assessment of lands we have a department that keeps in touch with realty values and lots are assessed upon a front foot value according to a depth scale. The assessed value of our buildings is determined by a department in charge of a practical builder and the result is obtained by the process of ascertaining the number of square feet of floor space and applying thereto the unit cost factor according to the classification of the particular building under consideration. The proper depreciation on account of age is then allowed. Automobiles are assessed according to a fixed schedule as to make, year, model, etc. Business houses, manufacturing plants, etc., are assessed

# Not All Boys and Girls Are Bad

By J. C. ASTREDO

Chief Probation Officer, San Francisco Juvenile Court

FROM time to time the statement is made that juvenile delinquency in this country is greatly on the increase, with the person so affirming expressing surprise when told that, according to the best information available throughout the nation, juvenile delinquency is not on the increase, but actually is decreasing. This information emanates from both the Children's Bureau at Washington, D. C., and from the National Probation Association. The experience of the San Francisco juvenile court corresponds with those findings, as the following figures attest:

## Comparative Figures

BOYS—				
1924-25	1925-26	1926-27	1927-28	
New cases	595	580	422	472
Reappearances	248	229	236	239
	753	809	658	711
GIRLS—				
1924-25	1925-26	1926-27	1927-28	
New cases	252	207	204	210
Reappearances	57	54	18	16
	310	261	222	226

If the increase in population is taken into consideration during the period above indicated, it will be clear that there is no increase in delinquency among minors in our City of St. Francis.

## Understanding Parents

Undoubtedly there are a number of reasons for this condition. First, I would say, is the large group of understanding parents, for, if we have in mind the proportion of children that appear before Judge Murasky, compared with the number of children in the community, it will be seen that approximately 99 per cent of the children of this city so conduct themselves as to make any juvenile court action unnecessary. Parents, generally, must be credited with the wisdom and understanding in the upbringing of their children which makes correctional agencies unnecessary for their good conduct.

Again, if we have in mind the development of the Playground during the last ten to fifteen years, the establishment of Boys' Clubs and Neighborhood Centers, together with the efforts of the various civic bodies and the women's clubs, all working toward the betterment of conditions in our cities, we have potent reasons why delinquency should be on the decrease.

From my experience in this Ju-



J. C. ASTREDO

JUVENILE delinquency is not on the increase, but actually is decreasing throughout the nation, we are told by Mr. Astredo in this timely article. Understanding parents largely are responsible for the condition, says Mr. Astredo, for, if we have in mind the proportion of children that appear before Judge Murasky, compared with the number of children in the community, it will be seen that approximately 99 per cent so conduct themselves as to make any juvenile court action unnecessary.

venile court, I would name first on the list of agencies preventing delinquency the public playground. Some years ago boys were brought to the attention of the court for playing ball on the streets or for some similar reason which had its origin in the child's desire for an inherent right in play. Today playgrounds have been established in so many sections of our city that the majority of children can play—play legitimately and, because such play must be done in groups, play under a supervision which gives them the best in the way of health-giving sport that play offers.

Many boys' organizations have come into being. The Boy Scouts

is one of the finest of boy organizations, having as basic principles such a high standard of ideals that a check of our case records shows not more than four or five Scouts brought to the attention of the Juvenile court during the last five or six years. There are other boys' organizations, all contributing their part toward the character building of the boy—the San Francisco Boys' Club, Boys' Working Clubs, the "Y's" and similar organizations which keep boys off the streets and properly and helpfully occupied. Neighborhood centers—places where parents and children can congregate for legitimate recreation and pleasure—contribute to the well-being of the community and keep children away from the juvenile court.

## Educational Cooperation

The Parent-Teachers' Association has done much to awaken parents and to bring about a better understanding between the parent, the child and the school. The schools, too, are doing their best to cooperate with the community in behalf of the child, to see that he fits better into his grade and into the school than formerly.

The churches and church organizations do their part in the great task of keeping our youth in the straight and narrow path.

Men's organizations have taken hold of the "boy problem" in a most whole-hearted and helpful way—such groups as the Rotarians, the Kiwanis, the Elks, the Optimists—all are doing much in an understanding way to prevent delinquency.

## Attitude of Police

There is a changed attitude on the part of the police which is productive of friendly cooperation between the officer of the law on the one hand and the child on the other. Where arrests once were made for minor violations of ordinance or statute and the boy booked at the police station, he now is taken to his home and the parents requested to appear at the probation office on a certain date and at a stated hour when the matter is gone into by a probation officer in a friendly and cooperative spirit. Court action in many instances becomes unnecessary.

# Plan Commission Departmental Organization

From the Annual Report of the Board of City Planning Commissioners  
Los Angeles, California

THE present staff has been developed gradually. Naturally it was made to consist principally of such positions as were required to discharge the administrative duties of the department that revolved mainly around the subject of zoning. The other more basic and constructive elements in a well-rounded city planning program have been relatively neglected in the city's official planning activities until recently.

Just how much this has been due to the voluntary assistance through citizen groups, as in the case of the Major Traffic Commission and the Citizens Committee on Parks, Playgrounds and Beaches, is uncertain. Excellent as this aid has been, it has not relieved the city from officially performing those duties as are required to coordinate outside assistance and by adding to them through original studies, those elements without which any city planning program must be but spasmodic, incomplete and relatively ineffectual. Persistent and consistent efforts, such as can come only from a permanent public agency, are essential to realizing the fullest measure of benefit to the community from a constructive planning program.

Fully to meet that obligation certain additions to the staff are essential.

## Zoning Engineer Required

A Zoning Engineer, with the specialized service the title suggests, is urgently required to assume the principal burden incident to spreading the zoning regulations over the vast and rapidly developing outlying areas of the city. More important still is the growing necessity of predicated all zoning practice

more firmly upon both economic and social considerations. Zoning to date has emphasized the legal phases. The experimentation stage in this respect has, with the several important recent decisions, been fairly passed and successfully so. The most urgent need at present is to now safeguard the right that has been established by a most rational and reasonable administration that shall be based solely upon fact. Such facts, unfortunately, are but partially revealed and one of the principal functions of the Zoning Engineer would be to devote every possible means towards obtaining fact in respect to zoning. Nor is it sufficient to rely too much upon studies elsewhere, for in all probability the obvious characteristics of this section contain concomitant facts in respect to zoning that will prove equally characteristic when once they have been revealed.

## Field Engineer Essential

A field engineer is required to give that attention to details so essential to working out in advance the various elements in the basic plan of the city, work on which has already begun. Questions of intersections, grade crossing eliminations, contours, cross section designs on at least major elements in the city plan are now required to be worked out in advance if zoning and other features lending character to the city are to be established with reasonable permanence. The vast area of the city and the consequent multitude of such details pass far the ability of generalized position to cope with. Nor is the ability necessary to filling such a position to be found by drawing casually

from the usual classifications in public service. Hence the naming of a special position.

The additional position of investigator is proposed to care for the volume of work that already exceeds the ability of one such position to discharge. It is anticipated also that with the expansion of building line regulations that the new position will specialize largely in that branch much as the present position does in respect to zoning. Though the records reveal a perceptible falling off in the number of zoning cases coming before the board, and this notwithstanding the increasing areas subject to zoning regulation, the explanation undoubtedly is found in the greater thoroughness with which such matters are administered. This is made possible largely by the specialized attention given in our process of investigations through which definite policies have been established that make for uniformity. As a consequence, a greater number of cases are disposed of at our counter.

The position of File Clerk obviously is required when one is familiar with the volume of such files that accumulate especially in matters of Zoning, Building Line and Subdivisions. The necessity and value of such a position lies not so much in the act of storing records as it does in the ability to constantly glean from such files the mounting store of information they contain. Files such as ours may become either dusty archives or bubbling founts of information upon which policies of administration are progressively built. It is for the latter purpose that the position is required.

## Medal Given Lake Hero

Tulareans witnessed one of the most unique occasions in recent years when two certificates of merit in life-saving and a coveted Marion Ste. Fleure Medal of Honor were awarded recently to principals in the rescue from Lake Sequoia last summer of Howard C. Russell Jr., of Tulare.

One of the merit certificates was presented to Miss Nadean Viles,

sister of Frank Viles of Tulare, who was drowned in an attempt to save the Russell boy. The other certificate and medal of honor were awarded to George Tarleton, son of Mr. and Mrs. F. W. Tarleton of Mendota, Calif., who actually saved young Russell by leaping out of a boat and swimming to his rescue.

The certificates and medal were presented by Chief of Police John R. MacDonald on behalf of the Santa

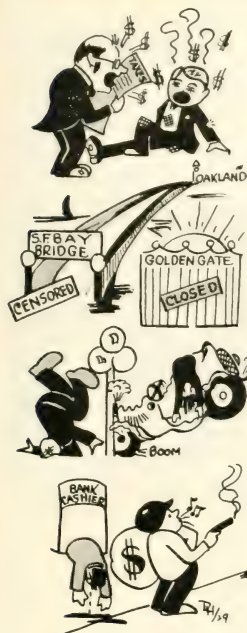
Barbara Humane District, which made the awards following a thorough investigation of the bravery of both Viles and Tarleton in the rescue attempt.

Only four other such certificates have ever been issued by the association, which is nation-wide in scope, being a member of the American Humane Association, State Humane Association of California and Peace Officers' Association of California.

# Blame the Mayor!

Words by HERB B. GEE

Decorations by DON HURD



## Blaming the Mayor

WHILE the poem on this page was printed in The Municipal Employee of San Francisco to protest the many things for which that city's Mayor unwarrantedly is blamed, PACIFIC MUNICIPALITIES believes the sentiment is applicable to the Mayor of any city. It seems that men in public life always are subjected to unfavorable criticism and much of it unwarranted. No man in public life escapes the harpings of malcontents or the ravings of disgruntled politicians. Your Mayor is no exception to the rule, for it seems to be the favorite indoor and outdoor sport to "blame the Mayor" for everything.

If you're "stuck up" with a gun,  
Blame the Mayor!  
If the street cars do not run,  
Blame the Mayor!  
If your sewer is not laid  
If your taxes are not paid,  
If the trees give off no shade,  
Blame the Mayor!

If you're sore at all mankind,  
Blame the Mayor!  
If your pants are patched behind,  
Blame the Mayor!  
If the motorists all speed  
And no traffic signs they heed—  
Wrecking humans 'til they bleed—  
Blame the Mayor!

If the street lamps do not light,  
Blame the Mayor!  
If the crossings are a fright,  
Blame the Mayor!  
If the water mains run dry,  
Don't give forth a lusty cry—  
Step right up and black the eye  
Of the Mayor!

If the weeds grow in your lawn,  
Blame the Mayor!  
If your savings cash is gone,  
Blame the Mayor!  
If your Jersey cow dries up,  
If you lose your pointer pup,  
Do not drop tears in a cup—  
Blame the Mayor!

If we never bridge the bay,  
Blame the Mayor!  
If it rains 'most ev'ry day,  
Blame the Mayor!  
If your false teeth break in two  
So that food you cannot chew,  
There is just one thing to do—  
Blame the Mayor!

If your hens refuse to lay,  
Blame the Mayor!  
If you fail to draw your pay,  
Blame the Mayor!  
If the streets all need new pave,  
If your soul you cannot save,  
Do not spout and rant and rave—  
Blame the Mayor!

If bootleggers ne'er are fined,  
Blame the Mayor!  
If the "cops" are never kind,  
Blame the Mayor!  
If the poison that you drink  
Puts your thinkank on the blink—  
Makes your feet a skating rink—  
Blame the Mayor!

If in gratitude you lack,  
Blame the Mayor!  
And your civic duties slack,  
Blame the Mayor!  
If this City—by—the—Gate  
Has a fame both wide and great;  
Equalled nowhere—in no state—  
BLAME THE MAYOR!!



## Memorial Unveiled

WASHINGTON'S birthday fittingly was observed by San Francisco, when the California Society of the Sons of the American Revolution unveiled a bronze plaque, on which is embossed excerpts of Washington's farewell address, in the main corridor of the City Hall. The plaque was placed on a granite column facing the main entrance of the building. Colonel A. J. Vining, president of the San Francisco chapter, made the introductory address, and Alden Ames, president of the State Society, made formal presentation of the plaque to Mayor James Rolph Jr. Postmaster Harry L. Todd was speaker of the day and delivered an address on "The Father of Our Country."





E. H. NELSON

without working our office nights or increasing our force materially.

The question then naturally arose, shall we employ more help or can our present system, which we had already been short-cutting too much, be improved upon enough to care for the situation?

The latter, of course, was the logical way to proceed, so we started to investigate other systems in the course of which the Typewriter man, the Addressograph man and the Adding Machine man were all called in and a system finally decided on which we will now proceed to describe.

The rolls now consist of about 28,000 parcels of real estate which, on account of two different tax rates, are divided into two sets of rolls. The ownership of these parcels is set up alphabetically as by doing so the labor of making an index is eliminated and all the tax bills belonging to one party come together. The name of owner and description of property is now set up on a style "F" double Addressograph plate, as shown by one of the illustrations.

As a Graphotype for making plates is part of the equipment, these plates can be changed daily in a very short time, thus on the closing day of making transfers the roll is ready to print.

As shown in the illustration, the name is Addressographed with description opposite on same line, although on the plate the description is shown underneath. By running the roll sheets through the Addressograph twice, we list the entire roll on eight books of 200 pages each with eighteen lines to the page.

It now requires but five days to



*Top—Keyboard style Graphotype which speedily embosses property owner's name and property description on indestructible Addressograph plates. Miss Eleanor Christian, operator. Center—Burroughs-Moon Hopkins machine for extending, accumulating and typing rates, etc., on Tax Bills and Assessment Rolls. Miss Ruby Tinsburg, operator. Lower—Motor-driven ribbon print Addressograph which lists Assessment Rolls and imprints Tax Bills at speed of approximately 2500 impressions per hour. Miss Eleanor Christian, operator.*



# New Sewer Outfall and Pumping Station for San Rafael

By H. K. BRAINERD

*Engineer and City Manager, City of San Rafael*

The city of San Rafael is so located topographically that a considerable area is at or about tide level and the problem of satisfactory sewage disposal has been a serious one for many years.

In 1899 the city replaced an obsolete sewage pumping system with a gravity outfall sewer some 8500 feet in length.

That sewer was constructed of select radially cut redwood staves retained in circular form by steel bolts in the same manner as is used in wooden tank construction. The average interior diameter of the finished pipe was 30 3/16 inches and the fall approximately 3/8 of an inch in 100 feet.

The defects that compelled attention and required the reconstruction of the entire outfall system briefly are as follows:

(a) The steel bolts rusting away had allowed the sewer to assume an elliptical shape and then fail. While that failure was not over any great length at any one time it was sufficient to require a considerable maintenance cost, and the progressive deformations reduced the carrying capacity.

(b) Due to the flat gradient sludge accumulated in the laterals and in the outfall itself, producing bad odors and further reducing the capacity.

(c) Some twenty city blocks are at an elevation not much greater than the high tide level. At high tide, therefore, the sewage backed up into the area at all times of the year and during storms, owing to the large amount of run-off reaching the sewers, eleven or twelve manholes spilled sewage upon the streets.

In order that any plans for the correction of these defects might meet with the full approval of the State Board of Health, Mayor Wilkins invited the Board to cooperate with the city in its investigations.

In line with the request, C. G. Gillespie, Director, State Department of Health, and his assistant, E. A. Reinke, with the writer, completed a series of observations on wet and dry season flow, tide levels, velocities, overflows, etc. Careful

consideration was given to the different types of disposal systems, including the wood stave, ironstone and concrete pipe gravity sewers as well as a pumping system. Although a gravity system was desirable on account of the lesser cost, the data seemed to indicate that the only method that would cure all of the defects was that of pumping the sewage and such recommendation was made to the city by the State Board of Health.

The city fortunately was the owner of considerable frontage favorably located along the line of the sewer so that the acquisition of a site for the pumping station was unnecessary.

The new gravity feeder line, consisting of 21-inch and 30-inch pipe, commenced at a point approximately 1700 feet west of the pumping station site.

The pressure lines are two in number, one eighteen inches and the other twenty-one inches in diameter. The smaller line extends from the pumping station 1450 feet to San Rafael Creek, while the 21-inch line extends some 6800 feet to San Francisco Bay.

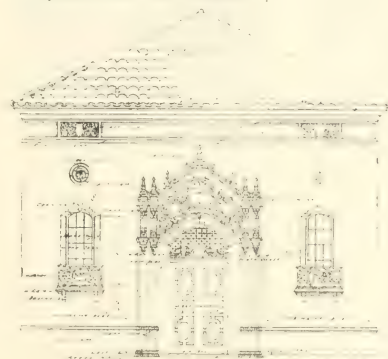
The pumping station is to be constructed of reinforced concrete resting on piles. The sub-structure is twenty-one feet four inches by

thirty feet four inches over all and is divided into two compartments, one the wet well where the suction is located, and the other the dry well where the pumps are located. The superstructure is twenty-one feet eight inches by twenty-six feet four inches over all and houses the motors and the automatic controls.

The selection of centrifugally spun reinforced concrete pipe for the gravity and the pressure lines was made after what we considered a thorough investigation involving the use of this type of pipe under conditions similar to ours. The pipe for almost its entire length lies in marshy, quaking ground alongside a state highway and is being laid on a redwood cradle in one section and on a gravel mat in another where ground conditions were found to be less severe.

The necessity for the dual discharge lines becomes apparent when consideration is given to the low elevation of a considerable portion of the city and to the fact that power interruptions at present are inevitable. The past interruptions have been due, primarily, to storms, although in a one-year record two minor interruptions were caused by fire from a pile driver swinging into the power line.

It became necessary that some



Two compartment reinforced concrete pumping station at San Rafael. Pump has capacity of 5000 gallons per minute and is intended to operate primarily in times of critical failure.

other energy be made available and the solution was found in a 54-horse-power Sterling engine to be operated on illuminating gas. The engine drives a sixteen-inch by fourteen-inch De Laval centrifugal pump, designed as are the other two pumps, for pumping sewage. The pump has a capacity of 5000 gallons per minute and is intended to operate primarily in times of electric power failure. Such failures in general occur during severe storms when the run-off in the sewers is excessive and so dilutes the sewage that the discharge through the eighteen-inch line into San Rafael Creek will at no time become obnoxious.

The other two pumps are of the same make, and the capacities are 2000 gallons and 3500 gallons per minute respectively. They are operated by a fifteen-horse-power Westinghouse motor in the case of the smaller pump and a forty-horse-power motor for the larger.

Operation throughout is automatic, even in the case of the gas engine, which latter control, while novel and most interesting, is in successful use in an eastern coal mine.

From sewage flow and tide observations it was determined that the 2000 gallons per minute pump would handle the required quantity with ease throughout the dry season, starting and stopping by float control.

The occasional sewer loading from the early winter run-off equally would be well handled by the 3500 gallons per minute pump. In this case the 2000 gallons per minute pump continues to operate until the rise of the water in the sump trips the next highest float and the 3500 gallons per minute pump gets up to speed.

There have been occasional storms where the run-off is so excessive that pumps 1 and 2 would start, complete

their respective cycles, cut out and place the burden on the 5000 gallons per minute pump operated by the gas engine, the latter pump operating through the highest float control either by reason of the discontinuance of power or because the smaller pumps are unable to handle the quantity of sewage coming to them.

The city of San Rafael is indebted to the State Board of Health as represented by Messrs. Gillespie and Reinke for their very courteous, efficient help and to Professor Charles Gilman Hyde of the University of California Sanitary Engineering Department. He acted as consultant in his able manner in the design of the plant. The architectural work is by Sam Heiman of San Francisco and the work is being done under the Acquisition and Improvement Act of 1925 by W. J. Tobin of Oakland, California.

## S. F. Highway Program Speeded Up

**C**ONSTRUCTION work on every section of the Bay Shore Highway, considered the most important "good roads" job ever undertaken for relief of traffic congestion from San Francisco down the peninsula, will be in progress by April 3, it is announced by the streets committee of the Board of Supervisors, composed of Supervisors Andrew J. Gallagher, Fred Suhr and Alfred Roncoviari.

In a report on the project the committee states:

"Bids to be received on Section 'C' of the highway, between Paul Avenue and Third Street, will approximate \$80,000, it is estimated by Assistant City Engineer Clyde E. Healy. In cooperation with the State Highway Department, Healy and the streets committee have been pushing the Bay Shore Highway job ahead for the past year, with portions of the artery already opened to traffic.

### Connection With Bridge

"The section passing San Francisco's airport at Mills Field is now a popular stretch for traffic down the peninsula, affording marked relief. The road, when completed into San Francisco, will form an important connection with the new bay bridge between San Mateo and the East Bay. Hours will be saved by motorists using the direct bridge-high-



ANDREW J. GALLAGHER

way route to San Joaquin and interior California.

"The highway in San Francisco's limits is approximately three miles long and the paving will be 100 feet in width, with 12.5-foot sidewalks. The very latest type of construction is used—an eight-inch concrete base and a three-inch wearing surface, or a total of eleven inches. The pavement, according to Engineer Healy, is the heaviest now being laid in any place in the United States, and is designed to take care of future heavy

truck traffic to be carried in inter-county business.

### To Be Open in 1930

"The section in San Francisco County will be completed and opened for traffic by January 1, 1930, and will cost approximately \$2,000,000, including the necessary rights of way.

"In addition to the road construction there will be installed an ornamental lighting system with underground conduits, and all the necessary traffic safety devices. Pedestrian subways are being constructed at strategic locations to take care of school children and pedestrians.

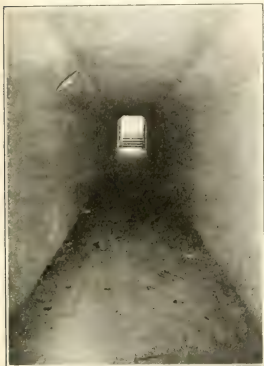
### Fourth Relief Road

"An additional highway, to extend the Junipero Serra Boulevard, will be under construction shortly by the City and County of San Francisco, from Sloat Boulevard to the county line, to carry the same general width as the Bay Shore Highway. This project is now being actively pushed ahead by a highway district composed of San Francisco and San Mateo counties. This highway will be a direct extension of the present Junipero Serra Boulevard, through the town of Colma, and behind the cemeteries, connecting with the present Camino del Mar, near Baden.

# Subway Crossings of Busy Highways

By L. B. CHEMINANT

Assistant City Engineer, City of San Francisco



View of standard underpass, San Francisco.  
Note recessed lighting fixture



A typical pedestrian subway in San Francisco

TO PERMIT of the safe crossing of the boulevards now under construction, and also on a number of existing thoroughfares, the city engineer's office is having constructed several subways for the use of pedestrians. These subways are located after conference with the Police Department, the Board of Education, and other interested bodies.

## The Standard Subway

The standard subway is a tunnel six feet wide by seven feet three inches high, reached by stairways five feet wide, located within the sidewalk lines. The stairway, with its balustrades, is a serious encroachment on the sidewalk width, especially where the sidewalk is as narrow as twelve feet. Additional sidewalk width is obtained in some cases by the purchase of a few feet of land. On one curve, the use of

different curvature at the curb line from that at the property line gave all necessary additional width of sidewalk.

The most desirable depth is with floor about eleven feet below curb grade. Such a depth, however, requires special treatment of sewers. In some cases, these have been offset to pass around the stairway within the sidewalk area.

## Subway Drainage

Drainage of the subway is either direct to sewer or to a small sump, from which the accumulated water may, from time to time, be drawn

off to a sewer by use of an ejector operated from the city water pipe.

Water, gas, electric and other conduits will pass through the space between the top of the subway and the bottom of the pavement.

Two types of construction are used: a standard section for crossing under ordinary streets, and an extra heavy section under main line steam railroad tracks. Lighting is supplied by lamps set in recesses at about twenty-foot intervals on both sides of the subway. Lamps are so arranged that they cannot readily be stolen.

## ROADSIDE PLANTING TO IMPROVE MAIN HIGHWAYS

The act, passed at the last session of Congress, which permits the Federal Government to pay half the cost of wayside planting along federal-aid highways will give considerable

impetus to the movement long fostered by women's clubs and other social organizations, and its effect will quickly be evident in an improvement of the appearance of the main interstate roads, according to the Bureau of Public Roads of the United States Department of Agriculture.

The Massachusetts Department of Public Works and the highway and forestry departments of other states have already demonstrated how much can be done at small cost to beautify the roadsides by judicious planting of native trees, shrubs and perennial flowers.

# Sewer Improvements at Salinas

By T. R. HASELTINE

*Associate Engineer, Burns-McDonnell-Smith Engineering Company*

THE city of Salinas has just voted a \$350,000 bond issue to better its sanitary conditions and to construct a sewerage system capable of caring for its rapid development. This culminates more than a year of intensive study and endeavor on the part of Mayor D. A. Madeira, city councilmen and Chamber of Commerce to rectify the sanitation of the city. The Burns-McDonnell-Smith Engineering Company was employed to make a thorough engineering study and report on existing conditions, with recommendations for their improvement in conjunction with City Engineer Howard F. Cozzens. During the period of investigation, the councilmen and engineers visited many of the sewage treatment plants in Central California.

## Population Nearly Doubled

The population of Salinas has nearly doubled since 1920 and is now approximately 8000. The original sanitary sewer system, which was built some thirty years ago, is still in use, although the outfall sewer is grossly overloaded and several expensive breaks have occurred in it during recent years. At present the domestic sewage is discharged into the Salinas River in an untreated state, despite the frequent complaints of the State Board of Health, State Fish and Game Commission and adjoining property owners. The Salinas industrial sewage, which originates from a large milk condensory and a fruit and vegetable cannery, and has been discharged in a raw state to a drainage canal that flows through the city, has been the cause of many complaints. The rapid growth of the city to the south has resulted in the development of an area totally lacking storm sewer facilities.

## Trade Wastes Treatment

The program of improvements made possible by the bond issue is unique in that it entails the complete segregation of the trade wastes and domestic sewage. The trade wastes have an oxygen demand equivalent to the domestic sewage from a population of 25,000. If these wastes were combined with the domestic sewage, the cost of treating

them would be prohibitive. The industrial sewage will receive pretreatment in a small plain sedimentation plant and then it will be pumped through a short force main to a new storm sewer, to be constructed to care for the southern section of the city. This storm sewer will conduct the partially treated trade wastes to the Salinas River, where they will be filtered on natural sand beds before entering the stream.

## New Outfall Sewer

The domestic sewage will be conducted through a new outfall sewer to a pumping and treatment plant halfway between the city and the river. The treatment plant will be designed for an anticipated population of 12,500 in 1940. Provisions will be made for its economic enlargement when necessary. The sewage will receive a primary treatment of plain sedimentation and separate sludge digestion, followed by secondary treatment by the activated sludge process. During the several months of high flow in the Salinas River it will not be necessary for all of the sewage to receive complete treatment. The plant will be so designed that during such periods only a portion of the sewage will receive secondary treatment, thereby making possible a considerable saving in operating costs. The activated sludge process was selected instead of trickling filters, because its low first cost would result in marked savings in interest and capital charges. Another reason for its selection is that it is more suitable for treating strong industrial wastes. It is contemplated that if Salinas enjoys its present rate of industrial development for the next ten years, the sand beds at the river will no longer be able to treat the trade wastes and it will be necessary to give them final treatment in the activated sludge plant. The storm sewer which will carry the industrial sewage, passes through the plant site so that at any time the wastes may be diverted to the treatment plant. A separate sewer will be built from the treatment plant to the river to keep the treated effluent separate from the trade wastes. The effluent line and outfall

sewer will be designed to meet the requirements of Salinas for a period of twenty to thirty years to come.

The principal improvements that will be made and their estimated costs are as follows:

1. Industrial sewer and pretreatment and pumping plant for trade wastes, \$16,520.
2. Storm sewer extensions and a sewer to conduct the trade wastes and storm water from the recently developed southern sections of the city to the river, \$138,636.
3. Additions to the sanitary sewer system, including a pumping plant for the northwest section of the city and a new outfall sewer to the treatment plant, \$58,977.
4. Sewage pumping and treatment plant of the plain sedimentation, separate sludge digestion activated sludge type and effluent line to the river for domestic sewage, \$123,050.

Work is now in progress on the final plans for these improvements in the Los Angeles office of the Burns-McDonnell-Smith Engineering Company. The construction work will be done under the supervision of Howard F. Cozzens, Salinas city engineer.

## LEGION SEEKS AIRPORT

The American Legion of Fallon, Nevada, is sponsoring a movement to obtain an airport for that community. Information and specifications on a landing field are being sought by the post from aeronautical experts.

Dr. W. W. Cress, who has been city health officer of Sacramento for several years, has relinquished the office to Dr. J. Howard Hall. Dr. Cress has made an excellent record as health officer of the capital of the state and the best wishes of the State Department of Public Health are extended to him.

## Accident Claims Selma Health Officer

Dr. F. H. Williams, who had been city health officer of Selma in Fresno county for many years, was killed recently in an automobile accident. Dr. C. B. Cowan has been appointed as his successor.



# Station UNI,

*"Dad" Mason broadcasting*

THE legislature has passed a new law affecting the taxation of intangible securities and solvent credits which is of interest to city officials. Intangible securities, such as notes, bonds, deeds of trust, mortgages, are to be taxed at the rate of two-tenths of one per cent of their actual value. Solvent credits are to be taxed at the rate of one-tenth of one per cent of their actual value. The assessing and collecting of these taxes is to be done by the county officers and the proceeds are to be divided, one-third of the amount going to the city, the school district and the county, if the property has a situs in a city; if not the division is equally made between the school district and the county. The previous method was that whenever the assessor found any such property (usually mighty little) he guessed the value and put on the assessment roll where it was subject to the rate of taxation fixed. Whether the new method will increase or diminish municipal revenues no one of course knows. It all depends on how much of this kind of property is brought out of its place of concealment.

\* \* \*

The legislature also has passed a law relative to taxing banks and corporation franchises. All the revenue from these sources goes to the state, the same as formerly, and therefore has no effect on municipal income.

## Tax Commission Report

The State Tax Commission after investigating the subject of taxation for a year and a half has filed a voluminous report and submitted a number of recommendations as to what should be done about it. Most of these recommendations seemed to me to be sane and sensible and should be followed up with action. However, those in authority have announced that nothing will be done just yet. Two years from now,

maybe. That's plenty long enough in which to forget all about it. That is just what happened to the Tax Commission's report in 1916. Good resolutions put in the garbage can. There is but little good commenting on the commission's report at this time. After I have read it carefully maybe I'll say something and keep the public from entirely forgetting about it.

## Educational Progress

I have just finished reading a very interesting magazine article, written by a prominent educator showing our progress in the spread of education. It is composed in a satirical style, which is to be deplored as being unnecessary, otherwise it is highly illuminative and should stimulate that painful exercise called thought. It seems from the perusal of the article that there exists an active and determined effort to increase the cost of education to figures that will equal the total production of wealth. Up to date the struggle has been marked with wonderful success. Since 1910 the following increases of the cost of education are stated: Pupils, 59 per cent; teachers employed, 90 per cent; salaries paid, 700 per cent; new buildings and equipment, 1050 per cent; expenditures for other purposes, 1130 per cent. This is encouraging. However, much remains to be done. There is still a considerable surplus production of dollars that must be absorbed in some way. But the outlook is propitious. In the matter of school buildings the rivalry between school districts and cities has only just started. More ornateness is possible, and elaborateness of designs can be limited only to the imagination of the architects. Then in the matter of equipment there is scarcely any limitation. The vocational schools must have proper machinery. I know of one city that has three high schools, each of which has a complete machine shop. Hundreds of other schools need the equal, if not a little better, layout. This will require more money. Then there is the matter of obsolescence to be

taken care of. Buildings and machinery, in this progressive age, soon lose their beauty, efficiency and utility, and must be replaced by modern types. Put the present outfit in the scrap heap and get new. We must keep our educational system up to date, and no community can afford to be considered a back number. There is some hope that we can in this way spend quite a sum of money.

## Vocational Training

Again, there is a tendency to broaden the scope of education which can be encouraged and emphasized. Vocational training is yet in its infancy. The junior colleges that have just made their appearances in the field will be splendidly adapted to this branch of culture. We cannot afford to neglect to give instruction in a single vocation, for to do so would be subject to reproach. The follower of a neglected vocation would naturally become a menace to social welfare. So we must have a teacher and a classroom for each vocation. I have no list of the vocations on earth, but there must be quite a number of them with the new ones coming on every day or so. So those who want to bring school costs to the maximum should not get discouraged.

\* \* \*

Then there is the adoption of new methods in the distribution of instruction by making use of new inventions and discoveries. Correspondence, lectures and conference courses reach but a few of those who really require knowledge. Motion pictures should be further developed. The latest is radio. I have before me the circular of the University of Southern California, announcing the institution of the Radio Education Division—KEJK. I have not read it, but it looks good and enticing. I am tempted to start a movement to amend the constitution so as to require the state to furnish free radio sets as well as free textbooks. There are a lot of poor people who

need a radio education who cannot afford to buy the necessary outfits. Charge the cost to education.

#### Adult Education

Moreover, there is the social aspect of education as a future cost factor. It has been proposed, though not determined as to its scope; whether it is to be applied to illiterates and morons to give to them merely the elements of knowledge to the general public as a culture appendage. Ultimately both. This proposition intrigues me. Will I soon be whistling my way to the adult kindergarten with my copy of Embryonic Psychology and Einstein's Primer of Relativity under my arm? And when will I get my graduation certificate? Will *cum laude* be conferred by the eulogist who pronounces *requiescat*? Whatever happens will be *taipoca* with me.

\* \* \*

The cost of education in 1900 has been multiplied by nine in twenty-five years, and now costs \$2,000,000,000 a year. In 1950 it should cost \$50,000,000,000. But can't we achieve this result in less time? I think we can. With a little pulling together, and by making the most of our opportunity to develop the growth of our educational system in the directions already suggested and by evolving an occasional new stunt that will cost money, we ought in the span of the present generation, make education the only item in our governmental budget. And even if it should exceed the annual production of wealth, what matter? We can pay for it in installments by imposing a special assessment and issuing bonds.

#### Educating Officials

I trust that from the foregoing remarks no inference will be drawn derogatory to the efforts being made by a leading educational institution in Southern California to educate city officials. There is no question but that by providing a course in public administration much information may be imparted to officials that will be an aid to them in the performance of public duties. Necessarily, the scope of instruction will be limited and be largely academic and theoretical in its nature. Experience will still remain the best teacher. Too much theory sometimes renders it difficult for one to heed the lessons that experience teaches. I am tempted myself to attend the course next summer so that I may appraise its real worth.

\* \* \*

Nearly twenty-five years ago the League of California Municipalities at a convention adopted resolutions urging the state university to provide special instruction in municipal administration, but without result. At times since then some of us have been somewhat skeptical as to whether any classroom lectures would be of much value. What is really needed is to educate the citizenship so that the voters will demand the services of competent and highly trained men to fill the positions of trust. This can only be done by impressing upon the public mind the idea that municipal administration is a business—and more than that it differs from any other kind of business in that it is not for profit in dollars and cents. Its net gain must appear in the advance of human welfare, which is not measurable by the dollar mark. And it must necessarily follow that the function of a municipality is to promote the public welfare and that no limitations must be placed on the exercise of that function. It is just to illustrate the idea perhaps inadequately expressed above. There is

an apparent demand that municipalities shall forthwith acquire and operate aircraft landing fields. To do this successfully requires that such an undertaking be judgment and technical skill. But there is not likely to be any immediate profit in the undertaking; hence it is a work that the municipality should undertake. However, as soon as it has been demonstrated that a profit can be realized, then, doubtless there will be many individuals who will undertake the exercise of business should be left to private initiative; that it is a "business" that municipalities are not fitted to undertake. It is my opinion that individuals who have that mental attitude cannot become high-class public officials; that their conception of what constitutes public welfare is defective.

#### Power Trust Propaganda

Through the investigations of the Federal Trade Commission the people of the state are being informed as to the extent of the "educational" propaganda put out by the National Electric Association. Nothing has developed as yet that is at all surprising to those of us who have been familiar with the workings of the trust during the last eight years. It may serve to enlighten those who are not so well acquainted with the insidious activities of those selfish interests who seek wealth at the expense of the multitude. The first evidence links up the Farm Bureau as being the organization that needed "education." It happened ten years ago that I listened in on KQW, the Farm Bureau radio station at San Jose. The "lesson" that was being broadcast had to do with measures pending in the legislature and "warnings" were spoken concerning certain measures which I recognized as being those aimed to conserve public resources and safeguard public interest. I expressed some curiosity to know how much the station was being paid to misinform the very class who would be benefited by the measures described; also how many of the glib farmers would respond to the appeal to write to their legislative representatives to oppose such measures. The witness testifying before the Trade Commission stated that no lobbying had been done. Did he state the truth? In this connection it might just as well be stated that the Farm Bureau activities in California are centered in the University of California. I shall permit others to supply the necessary deductions.

\* \* \*

It is the Farm Bureau that is being used just at the present time to promote the measure now pending in the legislature to conserve municipal utilities. The chief beneficiaries of this measure is the trust which hopes by this means to put a crimp in public ownership.

\* \* \*

The League of California Municipalities, at various times in the past, has been urged to "tie up" to the University of California. The "suggestions" have been duly considered and placed on file. It must be apparent that such an alliance should be made only after most careful study and deliberation.

#### Street Improvement Laws

There are nearly ninety bills pending in the legislature amending, supplementing and otherwise relating to street improvement laws. And it seems such a short while ago that we had, after a quarter of a century's experience with the Vrooman Act, at last evolved a street improvement act that would be a model and would endure for a long, long time.

That was in 1911. Now, as I look back and see what has happened to our pet during the intervening years, I am driven to parody and have to get this off my chest:

#### Street Improvement Acts

1911: This is the act that Locke wrote.  
1913: This is the act that amended the act that Locke wrote.

1915: This is the act that Kirkbride wrote that put the bonds as you will note into the act that Locke wrote.

1917: This is the act that broadened the scope of the act that Locke and Kirkbride wrote and amended the act that amended the act that Locke wrote.

1919: This is the act that put more frills into the various improvement bills and gave the courts a few more thrills in construing the acts amending the act that Locke wrote.

1921: This is the act that strengthened the act after the courts had done their worst in striving our street procedure to burst by construing the acts that amended the act that Locke wrote.

1923: This is the act that put in the shade all previous amendments theretofore made, so it would last another decade, and amended the act that amended the act that amended the act that Locke wrote.

1925: This is the act that Mattoon sired so that improvements could be acquired by a method of which there could be no doubt as to what the matter was all about and thus amended the act amending the act that Locke wrote.

1927: This is another one of those things that the legislature always brings to the city attorneys a lot of woes and makes such changes as nobody knows, except and provided that it amends the act that amended the act that Locke wrote.

1929: Here is a set of ninety acts designed to clear up discordant facts, amending the act that Mattoon sired and the other acts that we've acquired and amending the act that amended, etc., ad lib.

1931: (Prophetic). This is the act that repealed all the acts, amending, changing, modifying, supplementing or in any wise relating to the subjects aforesaid.

\* \* \*

It has been said: That yellow is the best color for fire hydrants.

That originality consists of doing what some other fellow did so long ago that people have forgotten about it.

That he who is without sin should cast the first stone.

#### Will Demonstrate Testing of Vision

Miss Mildred G. Smith, Staff Associate for the Prevention of Blindness, will spend most of the month of February in California, where she will give demonstrations in the testing of vision before groups of teachers and nurses. Health officers and nurses who desire to have Miss Smith make her demonstrations should apply to the State Department of Public Health, State Building, San Francisco, for information regarding the dates for which Miss Smith is available. Her first work will be carried on at San Diego early in February and her itinerary will take her from south to north.



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

## FURTHER COMMENT ON PENDING LEGISLATION

THINGS are not moving very fast at Sacramento, and the proposed impeachment proceedings are expected to add to the delay. A number of important measures pending in committee regarding which there seems to be the usual difference of opinion, and it is not possible at this time to say how they are likely to be disposed of. Especially is this true of the bills proposing limitations on the use of our Street Improvement laws. Although the opposition appears to be directed more particularly against the Mattoon Act, several bills have been introduced which propose a limitation on all future street work done under the assessment plan. The demand for a limitation of some kind comes almost exclusively from Southern California where, in some cases, street work assessments have exceeded many times the value of the property assessed.

### Opposition Is Divided

The forces in opposition to the pending bills appear to be divided into two groups, one of which is against any limitation at all, whereas the other group favors an examining and checking scheme that would be likely to prevent the overburdening of property with this form of indebtedness.

### New Planning Measure

Another pending measure of considerable interest and importance to municipalities is a proposed new law for city, county and regional planning. A sharp difference of opinion exists regarding several important features of the measure as proposed, and serious efforts are being made to reconcile these differences and to secure a law that will meet with general approval.

Charles H. Cheney of Palos Verdes is father of the city planning movement in California. At the annual convention of the League of

California Municipalities, held at Del Monte in 1914, he got the city officials interested in the movement with the result that the League, assisted by Mr. Cheney, secured the enactment of the City Planning Act of 1915. Others have since interested themselves in the movement, and three separate organizations have been formed here in California for advancement of the work of city planning. Undoubtedly better progress would be made and more satisfactory results obtained if the various organizations were merged into one, and in all probability some effort will be made to bring this about.

### Taxing Public Utilities

Assembly Constitutional Amendment No. 2, which proposes to subject publicly owned utilities to taxation, may die in committee if rumor is reliable. The constitutional amendment proposed by the Tax Commission, which would impose a tax on the net instead of the gross receipts of privately owned public utilities, may have been responsible for the decision to hold up the proposed amendment in committee. A special meeting of the executive and legislative committees of the League has been called to consider what section should be taken in relation to the proposed amendment. It will be recalled that such a measure has been proposed repeatedly during the last fifteen years and repeatedly defeated at the polls.

### Assembly Bill No. 774

Another measure of great importance to municipalities is Assembly Bill No. 774. It is designed to permit cities and towns to acquire public utilities on the installment lease plan with the option to purchase, and has been drawn with great care, so as to avoid the constitutional inhibition against incurring an indebtedness that would extend over one fiscal year.

Recent improvements in internal combustion engines and the invention of small but efficient hydroelectric power units have demonstrated the possibility of generating and distributing electrical energy

locally with more economy than transmitting it for long distance over a wire. It is proposed to lease these units to municipalities on an attractive plan which would give an option to purchase and operate it for its people at cost. The bill, undoubtedly, will meet with opposition from the privately owned utility companies that naturally will look with disfavor on the possibility of such competition.

## PROMPT PAYMENT OF TAXES

Taxes are levied to raise the revenue necessary to meet the cost of conducting public business. When taxes are not paid promptly the public business suffers, injustice and discrimination against willing taxpayers follows, and general public dissatisfaction prevails. Prompt and efficient collection of taxes is the only way the tax burden can be equitably and justly distributed.

On the other hand the collection system must consider the taxpayer and the penalties for delinquencies must be tempered to meet changing economic conditions. A rigid tax collection law harshly enforced may drive many legitimate firms into bankruptcy or out of business. But when a large degree of discretion is left to the collecting officer then the temptation is toward too great leniency in enforcement.

An efficient tax collection law must maintain a careful balance between the three interests involved: (1) the government for which the tax is collected; (2) the taxpayer, whose rights and interests must be protected; (3) the buyer of tax liens to whom the tax certificates must be made attractive. But it must be enforceable and enforced in order to bring in the revenue.

Mayor Sunderland of Fresno has announced appointment of C. C. Jarman, Fresno labor leader, and Mrs. Florence Kelly, American Legion Auxiliary Past President, to positions on the Park Commission. Jarman succeeded the late Arnold Goodfriend and Mrs. Kelly took the place of Ernest J. Kump, who resigned to accept appointment on the Civil Service Commission.

# League of Oregon Cities

By J. L. FRANZEN, *Executive Secretary*  
*City Manager, Oregon City*

## REPORT OF EXECUTIVE COMMITTEE OF THE LEAGUE OF OREGON CITIES

### Covering the Thirty-fifth Legislative Assembly

IN ACCORDANCE with the resolution adopted at the last meeting of the League, your executive committee attended the session of the legislature at various times, appearing before committees and interviewing the members who introduced bills affecting the cities. During the session there were seventeen bills introduced in which the cities were directly interested. In all cases where bills were introduced detrimental to the interests of the cities, your executive committee immediately got in touch with the member who introduced the bill and requested either the withdrawal, or such amendments as were necessary to protect the rights of the cities.

Eight of the bills introduced were withdrawn, two indefinitely postponed, one failed to pass, five were passed and are now on the statute books, and one was vetoed by the governor.

#### Bills Withdrawn

**House Bill No. 173** abolished all elective methods of governing boards and placed the appointive power of all boards in the hands of the mayor. While the bill was intended to reduce the number of elective officials in the cities, your committee felt that in view of the constitutional amendment giving cities home rule in their government, that it was an encroachment upon the rights of the municipalities, and for that reason opposed the bill. We felt that each city should have the right to choose its method of government, and in view of those circumstances the bill was withdrawn.

**House Bill No. 231** attempted to limit the bonded indebtedness of municipalities, and if it had passed and become a law as it was drawn, it would have prohibited every city in the state of Oregon from making any further development or improvement. After discussing fea-



J. L. FRANZEN

tures of the bill with the authors and suggesting certain amendments so as to make it workable, the author withdrew the bill.

**House Bill No. 237** was an amendment to the present budget law, and while the object of the bill was to prepare a better budget law, it was so complicated it would cause a great deal of unnecessary labor and trouble in the preparation of the budget. It also made a fund for each feature of the budget, and prevented the transfer of money from one fund to another, compelling many cities to pay interest on warrants, notwithstanding the fact that they might have sufficient funds on hand to pay the warrants. It also provided that the county judge should appoint the budget committees of all the tax levying bodies of the county, and interfered with the financial affairs of the cities in such a manner that it would have been a hindrance rather than a help. Your committee prepared a number of amendments to this bill which were adopted by the committee, and had the bill passed as amended it would have been workable, but on account of the numerous amendments that were suggested and made, and the objections to the bill, it was withdrawn by the author.

**House Bill No. 247** provided for the supervision of all municipally owned utilities by the public service commission in the same manner

and under the methods used to regulate privately owned public utilities, except for the purpose of service and rate making. The committee considered this bill was interfering with the right of cities to govern their own cities. The bill was withdrawn.

**House Bill Nos. 251 and 252** provided that all municipally owned property other than used for governmental, educational, or charitable purposes, should be placed upon the tax roll. These bills would have placed the water system, electric light system, aviation fields, and all of the real property which the cities owned by virtue of foreclosure or otherwise, upon the tax roll. On account of the objections raised, the author withdrew the bill.

**House Bill No. 340** provided for the appointment of a commission by the labor commissioner to prepare a building code. This bill authorized the commission to make such changes as they saw fit at any time, and rules so made by the commission would become the law, and every city in the state of Oregon, under the bill proposed, would have been subject to the orders of the commission. The bill further provided for the appointment of inspectors to administer the building code, notwithstanding that a city might have a building code. The rules presented by this commission would have superseded the building code and the inspectors of the city. A great deal of time was spent by your committee on this bill, and was finally successful in having it withdrawn.

**House Bill No. 382** provided for the licensing of restaurants, bakeries, and candy factories by the Dairy and Food Commission, and entirely removed this class from the jurisdiction and control of municipalities. It also provided for a group of inspectors to travel over the state and duplicate the work now done by the cities. On account of the objection to this bill by your committee, it was withdrawn by the author.

#### Bills Failed to Pass

**House Bill No. 217** required that all tax-levying bodies provide for the amortization or retirement of all authorized bond issues. The inten-

tion of the bill was good, but it was so drawn that it would have compelled every city immediately to levy sufficient money to pay the interest on all outstanding bonds, and such portion of the principal to provide a sufficient fund to take care of all the bonds, principal and interest, as they became due. To illustrate, if a municipality had an outstanding obligation coming due in 1930, it would have been impossible to refund the bonds, but the law would have required the levy of a sufficient tax to cover the full amount of the outstanding obligation.

**House Bill No. 232** required that fifty per cent of the total votes cast in the last general election would be necessary at any following election to validate a bond issue. Had the bill become a law, it might have prevented the issuing of bonds for a needed improvement, as it is generally known that when elections are held for improvements only, a very small percentage of the people take part in the election.

**House Bill No. 233** provides for a board of review consisting of the governor, secretary of state, and the state treasurer to sit on appeal in any tax levy or bond issue by any municipal corporation in excess of the six per cent limitation contained in the constitution. Where a vote of the people is required, said appeal is to be heard before the election. The board of review may allow or disallow said bond issue or tax levy and in this event a 75 per cent majority vote in favor of said bond issue or tax levy shall be necessary to the subsequent election to validate the same.

#### Bills Passed

**House Bill No. 163** provides that an appeal can be had from a conviction in any municipal court to the circuit court. This amendment grants the right of appeal unless the charter explicitly prohibits such an appeal. Your committee opposed this bill for the reason that the bill was not properly drawn, and that it will cause unnecessary expense to the municipalities by appealing trivial cases from the municipal court to the circuit court. This is the only bill in which your committee was not given an opportunity to appear before the committee to enter our protest, and make the necessary amendments that would have made a practical piece of legislation. We believe that it will be advisable at the next session of the legislature for the League to take such steps as to prepare a proper bill.

**House Bill No. 238** provides that the secretary of state shall form-

ulate and prescribe a standard and uniform system of accountancy for all municipal corporations. Your committee endorsed this bill and believes it is in the interests of good government, and will bring about economies in the administration of city affairs.

**House Bill No. 469** provides that all surplus funds may be invested in a certain class of securities bringing a higher rate of interest. A trifling amendment was suggested by your committee which was adopted by the author of the bill and permits the cities to invest the surplus funds in their own securities.

**House Bill No. 581** provides for the limitation of bond issues of ten per cent of the assessed valuation of the city, but excepts from these bond issues such as are necessary for water, gas, power or light purposes as well as improvement and refunding bonds. The bill as originally drawn did not include that class of bonds, but the amendments suggested by your committee were adopted and as amended was approved.

**House Bill No. 583** was really a substitute for **House Bill No. 231**, and included the amendments suggested by your committee, and as amended was approved.

**House Bill No. 429** required that every person submitting a bid is compelled to furnish a complete and sworn statement of his financial ability, equipment, experience in and construction of public improvements, etc. The bill was finally amended to exclude city improvements, but was vetoed by the governor.

In view of the fact that members of your committee were non-residents of Salem, we called in to our assistance Fred A. Williams, city attorney of Salem, who rendered us valuable assistance, and in case of emergency immediately notified the chairman of the executive committee, so that we were in touch with the legislative program at all times. We also purchased the Chapman service, which was very valuable and assisted us materially in our work.

In addition to the foregoing bills, three other bills were prepared and ready for introduction. An electrical code that gave the supervision of electrical installation to the labor commissioner with authority to appoint inspectors. This bill would have superseded the inspection of municipalities. A plumbing code was also prepared providing for the appointment of inspectors and placing the authority in the hands of the labor commission. A water code was

prepared which included a provision that would authorize a special commission to proceed by injunctions to prevent the use of streams for sewage purposes. In other words, it provided that this commission would have had authority to immediately compel the installation of sewage plants in any city now using a stream for disposing of its sewage. Your committee proceeded to get in touch with the various authors of these bills and by their efforts and objections, prevented the bills from being introduced. We made a special effort in all cases to meet with the author of the bill, and either have the bills amended so as to make them practical, or have them withdrawn, rather than be compelled to appear before the committees, and make our protests.

Taking it as a whole we feel very much gratified with the results and would earnestly recommend that at every future session of the legislature, the League select some competent person to attend the legislative session as a representative of the League. We believe that if this is done, the cities can be amply protected.

Respectfully submitted,

Executive Committee  
LEAGUE OF OREGON CITIES.

C. SCHUEBEL, Chairman.

President of League.

A. A. HALL,

First Vice-President

R. B. HAMMOND,

Second Vice-President

LAURA D. HARLOW,

Treasurer

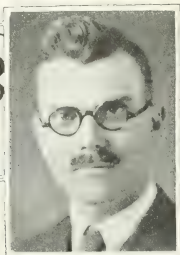
J. L. FRANZEN, Secretary.

#### NEW DEVELOPMENT ASSOCIATION FORMED

Organization for the development of industries, harbors, railway facilities and scenic attractions in Northern California and Southern Oregon recently was completed at Grants Pass, Oregon, with C. E. Gates, Oregon State Highway Commissioner of Medford, as President. The organization is known as the Northern California and Southern Oregon Development Association, and will cooperate with the Redwood Empire Association.

#### START MOVE FOR ZOO

Believing that Nampa, Idaho, needs a zoo, the Joseph Murray Post No. 18, American Legion, has offered its service to the park board to obtain one. The Legion will provide animals, build pens to house them, or assist in any other way the park board may wish.



# Recent Court Decisions,

COLLECTED and DIGESTED BY

*R.C. McAllaster, City Attorney, Pasadena*

107. Failure of property owners to protest proceedings under the Improvement Act of 1911 bars any action by them to enjoin the improvement except where the council has no power to do the proposed work, where there is fraud or collusion or an abuse of discretion equivalent to fraud, or where the required notice was not given.

Where poles installed under such a proceeding are suitable for ornamental lighting purposes, the fact that they are taller and larger than necessary for lighting purposes, or suitable for use as trolley poles, or may incidentally benefit the trolley company, does not invalidate the proceedings.

The fact that money deposited to obtain immediate possession of the right of way was received from the county and derived from automobile licenses under the Motor Vehicle Act is immaterial in an action to enjoin an improvement, since if such funds may not be so used the city will be required to make payment from other available funds.

Negotiations with an electric railroad company relative to the acquisition of rights of way and possible use of light poles are immaterial where they did not result in any contract or formal action by the City.

**Byrdon v. City of Hermosa Beach,** 270 Pac. 255 (Dist. Ct. of App. 2nd Dist. Div. 2, Aug. 23, 1928. Hearing denied by Supreme Ct. Oct. 22, 1928).

108. A resolution of intention under the Improvement Act of 1911 may except from the work to be done "such portions as are now constructed to the official line and grade."

An ordinance provided that all proceedings up to the receipt of bids should be governed by the general law and thereafter the council might reject all bids and by a four-fifths vote declare that "the work in ques-

tion may be more satisfactorily performed by day labor or the materials or supplies purchased at a lower price in the open market" and thereafter proceed in accordance with the ordinance. A resolution reciting that "the public interest and convenience require the work," ordering such work and referring to the ordinance by number, held sufficient.

**Hansen v. City of Santa Rosa,** 270 Pac. 268 (Dist. Ct. of App. 3rd Dist. Aug. 31, 1928. Hearing denied by Supreme Ct. Oct. 29, 1928).

109. A city may maintain a bill for an injunction to restrain the violation of a zoning ordinance; preventive if the violation is threatened or attempted; mandatory if the violation has already occurred. This is true even though the ordinance may prescribe a penalty for its violation. The constitution does not prescribe the method for the enforcement of police regulations, and any reasonable and suitable remedy may be adopted.

An ordinance which would promote the general welfare or that of those affected should be interpreted in a friendly manner by the courts and sustained if possible.

The reservation of power for the city council to grant permits for non-conforming uses under a zoning ordinance provided the consent of a given percentage of adjacent property owners' consent, is not unconstitutional, the final decision resting with the council. There is no presumption that the power to make exceptions will be arbitrarily exercised, and the courts will provide a remedy for abuse.

In any event, provisions governing permits are severable and the remainder of a general zoning ordinance will be upheld.

**City of Stockton v. Frisbie and Latta,** 270 Pac. 270 (3rd Dist. Ct. of App. July 27, 1928. Hearing denied by Supreme Ct. Sept. 24, 1928).

110. Where statute imposes liability on counties and cities for condition of highways and bridges, a

municipality is not an insurer of travelers nor required to keep highways and bridges in such condition that accidents cannot possibly happen.

A guard rail on a bridge of sufficient strength to prevent an automobile traveling at high speed from leaving the roadway is not required.

A slight slope in the deck of a bridge of about one inch in eighteen horizontal feet does not constitute actionable negligence.

A slight accumulation of dirt on the deck of a bridge causing a slippery condition during a rain does not impose liability unless a dangerous condition were permitted to exist for a period to imply notice in law and unless there was negligence in not remedying the condition within a reasonable time.

**Davison v. Snohomish County,** 270 Pac. 422 (Sup. Ct. of Wash. 1928).

111. A provision in a zoning ordinance permitting homes for children and old people in residence districts upon consent of two-thirds of the owners of property within 400 feet of the proposed home, delegates arbitrary power to persons bound by no official duty, and is unconstitutional.

The grant of permission for such use in the ordinance, though subject to the consent of the property owners, is a legislative determination that the construction and maintenance of such a home is in harmony with the public interest and with the general plan of the ordinance. Only the requirement for the consent of the property owners is void, and a building superintendent may be compelled by writ of mandate to issue a building permit for such a home.

**State of Washington v. Roberge,** 73 L. Ed. Adv. Op. 39 (N. S. Sup. Ct. Nov. 1928).

112. In classifying for the purposes of police regulation the legislature is not bound to include all cases which might possibly be reached. It may base its classification on practical considerations dic-

(Turn to Page 128)

# The Council of the City of OAKLAND CALIFORNIA

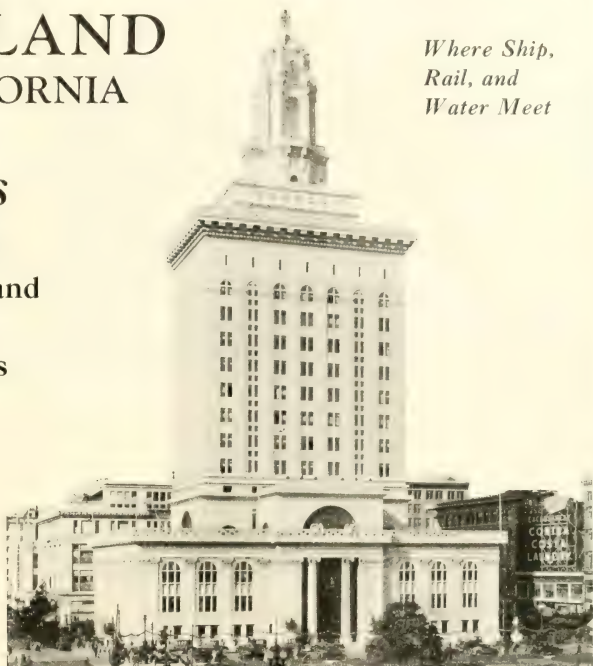
*Where Ship,  
Rail, and  
Water Meet*

## *Invites*

Officials of  
California and  
All Pacific  
Coast Cities

To Attend  
the

**31st  
Annual  
Convention**  
of the



League of California Municipalities  
at

**O A K L A N D**  
OCTOBER 7 to 11, 1929

## RECENT COURT DECISIONS

(Continued from Page 126)

tated by experience, and direct its legislation against the evil actually existing without covering the whole field of possible abuses.

The New York statute requiring oathbound organizations having twenty or more members to file with the secretary of state its constitution and other documents including a roster of its members, but exempting labor unions and benevolent orders such as the Masonic fraternity, the Odd Fellows and the Knights of Columbus, is not unconstitutional and does not improperly discriminate against the Ku Klux Klan.

**People v. Zimmerman**, 73 L. Ed. Adv. Ops. 52 (N. S. Sup. Ct. Nov. 1928).

113. A state may insist that a highway crossing shall not be dangerous to the public and may require the abolition of grade crossings in the exercise of the police power. Such power properly exercised may not be resisted on the ground that it interferes with interstate commerce or would lead to the bankruptcy of the railroad.

The railroad may, however, raise the question of whether the cost imposed on it is reasonable, and may not be unreasonably burdened when less expenditure can reasonably accomplish the object of the improvements and avoid the danger.

**Lehigh Valley R. Co. v. Board of Pub. Ut. Comrs.**, 73 L. Ed. Adv. Ops. 69 (U. S. Sup. Ct. Nov. 1928).

114. Boards of supervisors are special tribunals with mixed powers, administrative, legislative and judicial. Where statutory procedure is such as to call for all of these powers and exercise of discretion in so doing, initiative and referendum procedure is not applicable.

A franchise for the construction and operation of a toll bridge may not be granted by an initiative ordinance, and mandate will not lie to compel a board of supervisors to submit such an ordinance to a vote of the electors.

**Newson v. Bd. of Supervisors**, 270 P. 676 (Calif. Sup. Ct. Sept. 27, 1928).

Instructions of state traffic officers in first aid has been recommended by Will J. French, state director of industrial relations, as a movement to reduce fatal accidents in California. The idea is favored by Governor C. C. Young and by Frank G. Snook, chief of the state motor vehicle division.

## NORTHERN SECTION CALIFORNIA CITY MANAGERS MEET IN BERKELEY

By J. H. JAMISON, *Secretary*

MEETING called to order by President Brainerd at 10:30 a. m., March 2, in Mr. Edy's office with the following members present: Managers Edy, Dunbar, Hickok,



J. H. JAMISON

Kleugel, Dorton and Professor S. C. May, and J. H. Jamison.

Municipal airports were discussed and it seemed to be the consensus of opinion that the cost of operating a municipal airport might easily become a burden on a city.

Mr. Edy reported that the committee, consisting of Dorton, Weiss-

gerber and himself, which was charged with the responsibility of developing a system whereby information and reports could be interchanged, had not yet completed its work.

Considerable discussion on the value of comparable statistics was then indulged in and it was agreed that statistics could be used to good advantage if the conditions in each of the various cities were known.

At 12:15 p. m. the managers lunched at the Hotel Durant, reconvening in Mr. Edy's office at 1:30 p. m.

When President Brainerd announced that he would consider nominations for the offices to be filled, Mr. Dorton moved, and Mr. Edy seconded, that the incumbents remain in office for another year. Unanimously carried.

The officers are: President, H. K. Brainerd, San Rafael; Vice-President, C. E. Hickok, Alameda; Secretary, J. H. Jamison, Berkeley.

It was unanimously decided to hold the next meeting in Berkeley on April 27, at which time the Western Conference of the Civil Service Assembly will be in session at the University of California, and it was understood from Professor May that a special program would be arranged for the benefit of the managers on Saturday afternoon.

## GAS-ELECTRIC CARS

Several of the most modern gas-electric motor cars have been ordered by Southern Pacific for use in improved passenger service between San Francisco and peninsular points. Delivery of the cars will be made shortly.

Operating seventy-two passenger trains daily between San Francisco and San Jose and eight trains daily between Oakland and San Jose, the company is maintaining interurban train service that compares most favorably with that available to commuters in other sections of the country. Satisfaction is generally expressed with steam train service during the rush hours of morning and evening. The gas-electric cars will be substituted for steam trains during the off-peak hours and will permit increased service.

They will equal the speed of the present interurban trains and will accelerate much more quickly.

## OAKLAND

The new Postoffice for Oakland will occupy the block bounded by Alice, Jackson, Twelfth and Thirteenth Streets, provided the property can be purchased for \$550,000, according to advice received by Postmaster William Nat Friend from Congressman Albert E. Carter in Washington.

Construction of the building will begin as soon as title to the site is acquired. Selection of the site is said to have been based on its availability to routes to the airport and traffic channels which serve all portions of the city.

The Government has stipulated that the present building on Broadway must be sold for not less than \$1,750,000. It was considered for the new building, but traffic troubles and other reasons made the obstacles too great.



## ▲ LASTS ▲ GENERATION

— this better type of pavement

**ANY PAVEMENT**, to be a worth while investment to taxpayers, should maintain its wearing efficiency for at least 10 years. Asphalt meets this specification. It's the most economical type of pavement known. This is one of the reasons why asphaltic pavements are being recommended by western highway engineers. There are other reasons also:

1. Lower original cost.
2. Smooth surface. Low traction resistance.
3. No surface buckling. Contraction and expansion absorbed within pavement itself.
4. Noiseless, dustless, easily cleaned.
5. Practical for resurfacing.
6. Easily and quickly replaced. No traffic delays when cut into.
7. Moisture placed under perfect control. Water can't reach subgrade as all joints are sealed.

**UNION D GRADE  
ASPHALT**



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**UNION  
OIL  
COMPANY**

# Methods, Materials and Machinery

Up to the Minute News for the Busy Executive

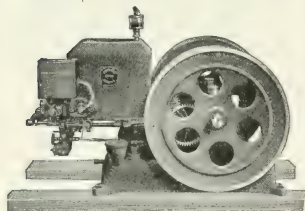
## STAPLE PORCELAIN (ALL-CLAY) PLUMBING FIXTURES COMMERCIAL STANDARD NOW IN EFFECT

A sufficient number of manufacturers, distributors and users of staple porcelain (all-clay) plumbing fixtures having submitted signed acceptances to the proposed commercial standard for this commodity, the Commercial Standards Group of the Bureau of Standards announces that the standard is now in effect. Before the Bureau of Standards will promulgate a proposed commercial standard it must be accepted by at least 65 per cent of the industry, by volume of annual production.

### STOVER TYPE V UNIT

THE Stover Manufacturing Company of Freeport, Illinois, has issued a new bulletin descriptive of its Type V power unit.

The Stover is so designed and constructed to withstand continuous operation demanded by users of industrial equipment, although often misused, and neglected. It is of light weight heavy duty type, with all vital parts designed in keeping with the severe strains of heavy duty work under which it must operate constantly. All moving parts are completely enclosed, reducing wear and replacements to a minimum.



thus increasing materially the life of the engine. The compact design permits installation in a small amount of space.

**CYLINDER**—Cylinder and frame cast integral, is designed to provide perfect water circulation for both cylinder and valves. The cylinders are honed, which not only insures a perfectly round cylinder, but a perfectly fitting piston.

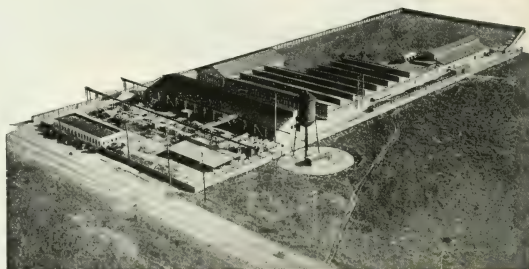
**CYLINDER HEAD**—Cylinder head is removable, with large water space around and above the combustion chamber—water circulates completely around the spark plug.

**CRANK**—Is drop forged, machined, ground, and perfectly balanced, and equipped with counter-balances. The accurate balancing of the crank and fly wheel insures a smooth running engine at all speeds and long-life bearings.

**CONNECTING ROD**—Drop forged of I-Beam construction. Upper end fitted with phosphor bronze bushing, and lower end with

bronze back babbitt, lined replaceable bearings. The lower end bearings are provided with laminated metal shims for taking up bearing wear.

**HOUSE**—The house was especially designed for the Stover, so the enclosed unit could be placed in the smallest space possible. It is made of heavy gauge black metal, which is painted and provided with a removable door upon each side to permit easy access to the engine when necessary. The fuel tank is located inside the house with a filling plug conveniently located upon the top of the house.



## \$1,000,000 TRUSCON STEEL PLANT COMPLETED

Another important addition to California's manufacturing industries has just been made by the completion of their new \$1,000,000 factory in the central manufacturing district of Los Angeles by the Truscon Steel Company of Youngstown, Ohio.

Occupying a tract of approximately ten acres at 5480 East Slauson Avenue, the plant is one of the most pretentious and modern on the Pacific Coast. J. E. Heber, who has been in charge of the company's Los Angeles office for the past twenty-one years, has been made vice-president in charge of the enlarged local organization.

The plans of the company and work on the new factory have been carried on so quietly that comparatively few Southern California citizens, business and professional men

are yet aware of the existence of this great addition to Pacific Coast industry, a big factor in the progress of the entire West.

While several more additions to the present plant are to be made immediately, the most important of the manufacturing departments are now completed and on production. Between 150 and 200 people are steadily employed, and the annual payroll on the present schedule of production is in excess of a quarter of a million dollars. Ample acreage has been acquired to make whatever additions to manufacturing and warehousing facilities that future business on the Pacific Coast may require. It is estimated that within a period of a few years the Los Angeles plant will represent an investment of \$2,000,000, all completely financed by the parent company at Youngstown.

*Low fares East*  
Effective May 22. Return  
limit October 31. Example  
of roundtrips to:

Chicago . . .	\$90.30
Kansas City . . .	75.60
Minneapolis . . .	91.90
New Orleans . . .	89.40
New York City . . .	151.70



# "Going to Sea by Rail"

*Crossing of Great Salt Lake is only one of the many scenic adventures along the Overland Route to the East*

Fifteen miles west of Ogden you actually "go to sea by rail"—over Southern Pacific's famous "cut-off" across the mighty Great Salt Lake.

For nearly 103 miles your "San Francisco Overland Limited" skims over this remarkable man-made pathway. The Wasatch Mountains of Utah rim this vast dead sea. The beauty of the great open spaces, the silence of the desert, the wheel of seagulls far from their native oceans,

the strange play of sunsets, make the passage of Great Salt Lake one of the memorable events of your journey.

Near Promontory Point, where your Overland first reaches the western side of Great Salt Lake, frontier history has been made. Here, on May 10, 1869, the eastward—and westward—pushing lines of America's first transcontinental railroad met and linked the nation with a golden spike. That forever ended the day of the "covered wagon." The work of the intrepid pioneers was finished.

From San Francisco the Overland today follows the Overland Trail of '49. Climb-

ing to Sierra's summit, via the historic American River Canyon—you view a scene of breath-taking alpine beauty. Then across Nevada's wide plains, where snow-capped mountain ranges back away to half-hide in purple shadows or boldly, in bright relief return the yellows and reds of the sun.

By means of Southern Pacific's four great routes, all of which follow pioneer pathways, you can see the heart of the historic West. Go one way, return another, and add variety and contrast to your trip. Stopover anywhere. Only Southern Pacific offers choice of four routes.

Please send your name and address to F. S. McGinnis, 65 Market Street, San Francisco, for copy of free, illustrated travel booklet: "Four Great Routes to the East."

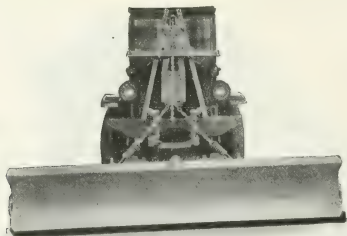


*The comfortable club-car is a far cry from the bullock wagon which once slowly creaked westward around the shores of this vast lake.*

## Southern Pacific

### Four Great Routes





*Model 10-C Champion Snow Plow equipped with Pneumatic Lifting Device*

### PNEUMATIC SNOW PLOW LIFTING DEVICE

The engineering department of the Good Roads Machinery Company in collaboration with the White Motor Truck Company and the Westinghouse Air Brake Company, has developed and placed on the market a pneumatic lift for snow plows attached to trucks and busses, it being unique and novel. It is thought to be the first application of compressed air for the function of raising and lowering a snow plow suspended from the front of a motor vehicle. Illustration A shows a Champion Model 10-C Blade Plow equipped with the Pneumatic Lifting Device.

Prior to this development a second operator has been necessary on the driver's seat for the sole purpose of operating the manual lift device

of a snow plow. This entailed considerable added expense for comparatively intermittent and unskilled service, but absolutely necessary as it was out of the question to add this to the duties of the driver. This particularly applied to busses and made the problem here especially difficult, because, at best, no space was available for the plow operator.

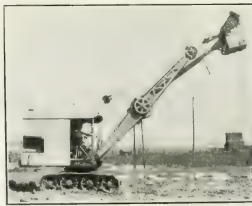
The simplicity and economy of the Good Roads-Westinghouse Pneumatic Lift insures its quick adoption by bus companies, truck operators, highway departments, transit companies, and others. The driver can subconsciously operate the snow plow by means of an air valve and a latch rope, without distracting his attention nor adding to his physical efforts.

### NEW ONE-HALF YARD CONVERTIBLE CRAWLER, CRANE AND SHOVEL

The Universal-35, a new one-half yard convertible crawler crane and shovel, is announced by the Universal Crane Company and the Thew Shovel Company, both of Lorain, Ohio, they having combined in this new unit their respective units of the Universal Superstructure and the Thew Center Drive Crawler. The resulting unit is offered with a complete range of interchangeable attachments, including Clamshell and Dragline booms, Shipper Shaft and Ditcher Type shovels, Back Digger and Skimmer Scoop.

The Center Drive Crawler mounting is manufactured under patent rights granted by the Thew Shovel Company and embodies all the features of this type of crawler, now used as mountings for the "Lorain 75" and "Lorain 60" shovels and cranes. The Crawler consists of an all steel, box section casting, resting on four large axles, any one of which will support the entire weight of the machine. These four axles carry four large rollers on each side, the

center two being the drivers, obtaining their power from a common driving pinion gear, constituting the Center Drive principle. None of the crawler driving mechanism carries any load, except driving load, and all the driving mechanism runs in oil in a crankcase that permits eleven inches clearance beneath the crawler truck.



Jaw clutches, sliding on square action shafts, engage the crawler for steering or travel. These clutches are conveniently controlled from the operator's position. In traveling, two

speeds are available, four-tenths of a mile per hour in low gear, climbing a 35 per cent grade, and 2 miles per hour, or five times as fast in high gear, climbing a 12 per cent grade. With the travel clutches set in neutral, the unit can be easily towed by an unloaded  $3\frac{1}{2}$ -ton motor truck.

### A New Shovel Attachment

The center drive principle is also incorporated in the half-yard shipper shaft shovel offered on this unit. On the center drive shovel the shipper shaft is placed in the center section of the shovel boom, at its strongest point, instead of on the top side of the boom, as is usual shovel practice. By placing the shipper shaft farther forward in this manner, additional reaches and clearances are obtainable, giving the greatest operating ranges and clearances possible with this length of dipper stick and boom.

The boom is 18 feet long, of plate girder construction out to the shipper shaft, and lattice construction from this point out to the boom head. The dipper stick is 14 feet 4 inches long and is an all steel welded rectangular section. The dipper stick rides between two large circular bearings which strengthen the boom and give lateral support. These bearings also furnish a machined track for a six-wheel roller type dipper stick trolley which is used instead of the usual yoke. The center drive shovel on the Universal-35 is of the most simple design, a shipper shaft, running in bronze bearings, a shipper shaft pinion and a cable winding drum compose the entire crowding mechanism.

The Universal-35 will be marketed by the Universal Crane Company from their new general sales offices, Twenty-eighth and Fulton streets, Lorain, Ohio, through a national system of branch offices and equipment distributors, located in all principal cities of the United States, Canada and abroad.

### Natural Gas Output

The natural gas output in the United States in 1927 reached the record figure of 1,445,428,000 cubic feet, an increase of 10 per cent over 1926. The value at the wells decreased to 8.8 cents per 1000 cubic feet, and at the point of consumption to 22 cents. The average price paid by domestic consumers in 1927 was 60.8 cents per 1000 cubic feet. The domestic consumption was only 6 per cent, while the industrial consumption was 94 per cent of the total. Ohio still leads in the number of domestic consumers, followed by California and Pennsylvania.

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The construction of the Fageol Cub embodies such features as a five-inch pressed-steel frame, four-speed transmission, four-wheel hydraulic brakes, full balloon tires, one-piece polished cast aluminum radiator shell, aluminum pistons, and the motor mounted on live rubber.

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### NEW ORNAMENTAL LAMP



A light globe that is distinctly unusual has been developed by the Westinghouse Electric and Manufacturing Company. This globe was especially designed to harmonize with the mission bell on the Indian "rain cross" in Riverside, California. The globe is bell-shaped, thereby enhancing the effect of the mission bell at the top of the cross.

The globe is made of rectilinear glass, is dustproof and bugproof, and will fit any eight-inch Westinghouse globe holder. It is 15 inches high, 16 inches in diameter, and has a shipping weight of 30 pounds.

While exceptionally pleasing to the artistic sense of the beholder, the globe sacrifices no efficiency to gain this end.

### A NEW TRUCK BODY FOR READY-MIXED CONCRETE

There is probably no one thing in the construction industry today that is attracting the attention of as many people and being investigated as thoroughly as the problem of delivering concrete to the job on which it is to be used ready to pour into the forms, or, in other words, ready-mixed concrete.

The new ready-mixed concrete body developed by the C. O. Bartlett & Snow Company, 6200 Harvard Avenue, Cleveland, Ohio, is made with its two sides movable. That is, the side plates are V-shaped, and upon arrival at the job, the plates are wound to a horizontal position. This action corrects any segregation in the concrete that may have occurred during the journey. No mechanical agitation of any kind is used to condition the wet mix before unloading.

The body is then tilted and the

mix is again churned as it passes through the end gate. The concrete which pours from the tailpiece is said to be as plastic and workable as when it left the mixer. There are no mechanical baffles or obstructions of any kind inside the Bartlett-Snow body. This feature makes it suitable for the additional duty of general handling. With the sides in a vertical position, it forms an ordinary rectangular end-dump body in which sand, gravel and other materials may be carried.

This body performs the function of correcting any segregation in the concrete, and tests taken at wide intervals have shown that the concrete delivered in the body up to the time limit set by cost is in every respect equal to that delivered by the mixer at the central plant, according to the manufacturers.

The C. O. Bartlett & Snow Company states that this body costs less than any similar purpose body offered today; it fits any truck, it has no revolving parts to wear, it requires only one minute to correct segregation and dump the load upon arrival at the job, only a few seconds are required to load, meaning the maximum number of hauls, and it weighs less than other similar bodies.

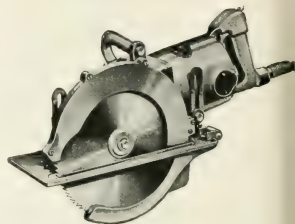


### WAGNER ELECTRIC CORPORATION ISSUES NEW BULLETIN ON SMALL VERTICAL MOTORS

Wagner Electric Corporation of St. Louis, Mo., has issued a new bulletin, No. 158, on small vertical motors, covering all types, in ratings of  $\frac{1}{8}$  to  $1\frac{1}{2}$  horsepower. As illustrated by diagrams in this bulletin, a unique feature of these motors is that they all have the same flange or lug dimensions, making it possible for manufacturers and users of small motor-driven machinery to interchange motors of different types and ratings on the same mounting dimension.

This feature makes it unnecessary to change the mounting base in order to interchange vertical motors of different types and ratings, effecting a saving in time and expense for

### A NEW MODEL SKILSAW



Model "O" Skilsaw, illustrated above, is a new addition to the line of portable electric hand saws manufactured by Skilsaw, Inc., 1811 Berenice Avenue, Chicago, Ill.

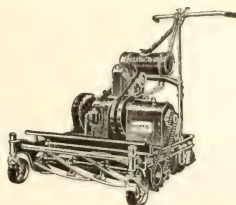
This new and modern saw was created primarily for heavy work that requires a greater cutting capacity. It will cut any wood up to  $3\frac{3}{4}$  inches in one cut. Model "O" is a light, sturdy tool, weighing only twenty-four pounds, yet Skilsaw develops one horsepower to operate under the severest working conditions. It cross-cuts, rips, grooves and bevels anywhere on the job, inside or outside, because Skilsaw is portable. Besides cutting wood, Skilsaw can be used to cut other building material, such as limestone, concrete, asbestos, etc.

One important feature of Model "O" Skilsaw is the wide adjustable and tilting base for bevel or miter cuts. Any kind of a roof, hip jack rafters, cripple jack rafters, and valley jack rafters of a regular roof can be cut with the base tilted at 45 deg., even though two-inch rough lumber is used. Another feature is the approved safety guard which fully protects the operator from the saw blade. Skilsaw operates from any electric light socket.

manufacturers and users of machinery operated by vertical or flange-mounted motors.

Another feature is the Wagner "labyrinth seal," which prevents the leakage of lubricant into the motor windings, and effects a dust-proof, leak-proof bearing housing. The vertical motors can also be mounted horizontally or obliquely. The line includes repulsion-induction, split-phase, squirrel cage and direct current motors, in 1200 to 3600 rpm and 25 to 60 cycle.

Anyone interested in receiving a copy should address the Wagner Electric Corporation and ask for Bulletin 158.



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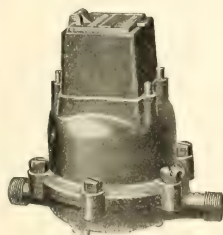
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# Reviews of Current Books and Reports

## BOOKS RECEIVED

**The Appraisal of Urban Land and Buildings.** By Cuthbert E. Reeves. (Municipal Service, publishers, 261 Broadway, New York; paper, 50 cents.)

This is intended to be, and is, a working manual for city assessors. In his introduction Mr. Reeves truly remarks:

"The fundamental requirement of an assessment roll is that it shall distribute equitably the burden for paying for the multitudinous services now required from a municipality. To do this the human equation must be eliminated as far as practicable. For the individuality of the appraiser, with his varying judgment, affected as they are by many contacts, there must be substituted a system working with mechanical precision, and supplemented by individual judgment only when necessitated by unusual or economic considerations. Not only must the assessor subordinate his identity, but the property assessed must also become impersonal; it is the property that is to be assessed, not its owner."

There exists no patent or copyright on any system of determining values, nor does it need the services of an expert to interpret the rules that are applicable to the process. That is just what has been the trouble with many "appraisals" that have been made. The assessor was mystified by a lot of complexities, with the result that he could not keep up the work, and it soon became of little value.

In this brief space it is impossible to quote extensively from Mr. Reeves' little book. Sufficient it must be to state that many valuable suggestions are made that will simplify and standardize assessing practice. It may be that many assessors will need to receive some preliminary instruction in order that they may become proficient in the shortest possible time; also to receive assistance in the production of forms and tables of cost factors. A month or two of aid from one possessed of practical experience in the appraisal field ought to be sufficient to enable an official to put the assessing department on the plane of efficiency.

Incidentally, Mr. Reeves puts in the discard some of the theories that

have heretofore attached themselves to some of the so-called "systems." He has evolved a very simple mathematical rule for determining the percentage value at any depth from the street frontage for any standard depth that may be desired. Enhancements due to rear streets or alleys or of side alleys may be calculated with reasonable precision.

Much of the book is devoted to the appraisal of buildings. Present-day values are found by determining the reconstruction cost which is depreciated for age, condition (physical depreciation) and for obsolescence and lack of utility (economic depreciation). To determine reproduction costs buildings are classified according to use and then subdivided into various types, each of which has its determining cost factor applicable thereto. His form sheets for recording building descriptions are the best I have seen. However, his specifications for the various types will require modifications in order to meet California conditions. This may also be said in respect to his tables of cost factors.

This book should be in the office of every city assessor, who should familiarize himself with its contents.—H. A. M.

**Publicity for Social Work.** By Mary Swain Routzahn and Evert G. Routzahn. (Russell Sage Foundation, New York, publishers; 1928; \$3.00.)

Nearly every city, town and village has one or more agencies engaged in some form of social service—some endeavor that seeks to promote human welfare. It may relate to health, education, recreation, charity or some other activity that will result in the betterment of the human species.

The degree of success achieved depends largely upon the volume of public interest manifested in the work at hand. Initiative usually rests with a few individuals. Growth and continuity of effort can only be secured by enlisting a larger and yet larger number of individuals willing to contribute either time or money in the furtherance of the righteous cause.

Publicity is the means by which cooperative spirit can be stimulated. The book at hand tells how publicity

should be used with the highest degree of efficiency.

Publicity means the giving of information—usually to those who either do not desire it or who are indifferent, or who are so absorbed in personal affairs as to be oblivious to all public concerns. Publicity is designed to excite and enlist these classes of individuals.

The book discusses the various means of securing publicity. The newspaper, printed matter, speaking, dramatics, fairs, expositions. Full directions are given for intensive campaigns and the arrangement of a publicity program. It advocates fewer and better campaigns and drives, for which thanks should be given.

Organizations for social welfare will find the book to be of value, and by following the suggestions offered wasted energy will be reduced and better results achieved.—H. A. M.

## Bibliography of Street and Highway Safety.

This is an annotated index to articles on highway safety and allied subjects published in various countries and noted by the Highway Education Board, Washington, D. C.

It is in typewritten form and comprises nearly 400 pages. It is for reference purposes only and is on file at the office of the League of California Municipalities, where it may be consulted.

## REPORTS RECEIVED

### Report of Electric Department, City of Redding.

This report shows the year's gross income to have been \$84,989. Total expenses, including depreciation, \$42,576. Net earnings, \$42,412. Previous surplus, \$15,471. From the net earnings \$36,430 was transferred to the general fund, \$1000 paid on bonds, and \$5338 expended for plant improvements.

### Report of Bureau of Engineer, San Francisco.

A record of progress and development extremely creditable.

### Various Reports, City of San Jose.

Interesting statistics carefully prepared by Clarence Goodwin, City Manager. Should be quite satisfying to taxpayers.

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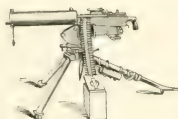
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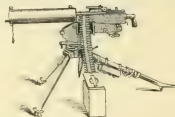
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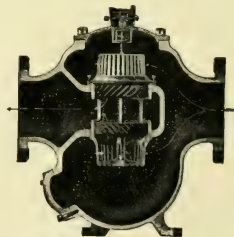
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Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

Entered as second-class matter March 22, 1913, at the Post Office at San Francisco, California, under the Act of March 3, 1879

Thirtieth Year

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# EDITORIAL PAGE

## *Nature's First Law*

**S**ELF-PRESERVATION should be nature's first law. Automobile accident statistics, however, indicate that thousands of motor vehicle operators drive over the highways only semi-conscious of the existing dangers at railway and highway intersections. In train operation caution is the first lesson which every employee must master. Motor vehicle operators, however, are turned loose upon the highways by the thousands without the slightest regard as to their ability and experience in observing the rules of caution. Safety must, therefore, be built into the highway. Large volumes of traffic on main thoroughfares cannot meet on the same level with an appreciable degree of safety. "Stop and Go" lights serve as a partial remedy, but they breed congestion. Congestion reduces the highway capacity and tremendously increases traffic delays and transportation costs. The only safe solution to the problem is a separation of grades at the intersection—a permanent structure of adequate proportion.

## *It's the Public That Pays*

**M**ARK L. REQUA, well-known engineer, also is a student of taxation. In a statement regarding the California tax situation, he said:

"The problem of taxation is one that concerns the public, for, camouflage it as we will, the fact remains that it is the public that pays the tax bill. It has heretofore been a favorite pastime to conceal the fact that taxes are paid in the last analysis by the public. The result has been all kinds of indirect taxation with which the public in theory was not concerned. One example will suffice: You pay a telephone or an electric light bill of \$10; of this somewhere around 12 per cent is the tax item the corporation pays. In other words, \$1.20 of the \$10 finds its way into the coffers of the tax collector. The consumer, of course, pays it. The public utility corporation is simply a convenient agent painlessly extracting the tax money from the pocket of the citizen."

What we can't understand is, why do municipalities devote only one week a year to a clean-up and paint-up campaign. Why not keep everlastingly at it fifty-two weeks a year?

## *The Nation's Sweet Tooth*

**W**E ARE reminded in the current number of *P. G. & E. Progress*, that the people of the United States have a sweet tooth. In 1927, according to the Federal Bureau of Census, they paid more than one billion dollars for confectionery and ice cream, considerably more than the total of every electric light bill in the entire country. Money spent for lozenges during the same year would more than pay for the power necessary to operate all electrical steam railroads, and the expense of operating the nation's street railways and interurban lines was less than the bill for marshmallows and hard candy.

Of course, all this happened before a certain cigarette company advised folk to use a certain cigarette in preference to sweets. We shall await the government's 1928 report.

## *Don't Forget the Convention*

**A**RE you making plans to attend the Thirty-first Annual Convention of the League of California Municipalities, to be held in the City of Oakland the week of October 7-11? An elaborate entertainment for League members, their families and friends is in course of preparation by City Clerk Frank Merritt, and committee of Oakland. The forthcoming convention gives every promise of being the greatest in the history of the League. Are you making plans to attend?

In our national life the value is found in what we, as citizens, contribute to the commonwealth, rather than what we get out of it, says Arnold Hodgkinson. In our civic life the same is true, in fact, wherever we go, whatever we do, the value, be it great or small, will be according to our own effort at upbuilding. The pages of history and the annals of our own experience are replete with evidences of the lasting value of private service for public good.

A franchise is the most valuable asset a city can give a public utility corporation. It is not good business for any city to grant a franchise "at any price" when a strong competitor is planning to enter the field.

Isn't it easy to say, "I want to be proud of my city"?

## CITY OFFICIALS

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MERCED



M. L. BIRNIE  
*City Clerk*  
UKIAH



J. EDWARD THORNTON  
*Mayor*  
ASHLAND, OREGON

## Municipal Executives

(SERIES No. 4)

Portraits of busy officials who devote their efforts to the upbuilding of the Pacific Coast



SOL P. ELIAS  
*Mayor*  
MODESTO



FRANK L. HEMSTED  
*Tax Collector*  
MILL VALLEY



HAROLD L. HOCK  
*City Assessor*  
BERKELEY



A. M. HINKLEY  
*City Clerk*  
CORONA



CAPT. CHARLES GOFF  
*Head, Traffic Department*  
SAN FRANCISCO



JOHN M. COSTA  
*Chief, Fire Department*  
SOUTH SAN FRANCISCO



W. V. NICHOLSON  
*Chief of Police, Tax Collector*  
LARKSPUR



J. W. COLEBERD  
*City Attorney*  
SOUTH SAN FRANCISCO



DAN MCSWEENEY  
*Clerk, Assessor, Tax Collector*  
SOUTH SAN FRANCISCO



FRANK COLBOURN

*Commissioner of Public Works*

CITY OF OAKLAND

## Frank Colbourn

COMING to California as a small lad with his parents, Frank Colbourn entered the public schools of Santa Barbara and after finishing High School, took up the study of law. At the age of twenty-one he was admitted to practice in the State of California, being at that time one of the youngest members of the bar. That was in the early 1900's.

Several years later Colbourn arrived in San Francisco, where he hung out his shingle and in a short time had built up a fairly successful practice. In 1906 the great San Francisco fire and its attendant earthquake shocks literally shook Colbourn, as it did thousands of others, out of his office, his home and his practice.

It was in the fall of 1906, with San Francisco still under the strain of the disaster, that Colbourn arrived in Oakland and applied for a position as clerk in the Board of Public Works, as the present department was then known. He began at the very lowest step on the ladder of public service.

IN 1911, the Civil Service Board was organized and Colbourn, because of his splendid record in the Board of Public Works, his keen interest in the welfare and advancement of his fellow workers, his insight into human nature, and his ability, was installed as assistant secretary. A year later he was named secretary of the board.

Frank Colbourn is really the Father of Civil Service in Oakland. It was under his direction that a careful and painstaking standardization of every department employment was made. He analyzed the needs of each department and suggested the method by which the most efficient workers could be secured. He classified every job held in the City Hall. His work attracted widespread attention and his suggestions were invariably fol-

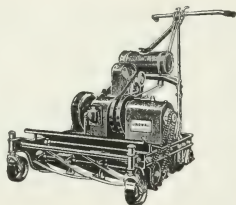
lowed by the board. From a haphazard method of selecting public employees, Colbourn transformed this selection into a standardized system and without antagonizing or creating any disturbance in any of the departments. For fifteen years, Frank Colbourn served the Civil Service Board.

IN 1921, a group of public spirited citizens, inspired to create and develop a better administrative body at the City Hall, prevailed upon Colbourn to become the candidate for the Commissionship of Public Health and Safety, the department with the largest payroll and the greatest number of employees in the entire city government. Colbourn was literally drafted for service.

For six years Commissioner Colbourn directed the activities of the Department of Public Health and Safety with signal success. It was with regret that through a shift in the commissionships he was transferred to the Department of Public Works. But Colbourn has carried the same enthusiasm, the same energy, the same faithfulness to duty into this new job.

COMMISSIONER COLBOURN has been happily married for a quarter of a century. He is the father of two fine, stalwart sons and one daughter. One boy and the girl have completed courses at the University of California and the younger son is now a student in that institution of learning. The children are Frank Jr., Thelma, and Robert Colbourn.

The Colbourn home in the Rockridge district of Oakland is the typical, modest, unassuming, yet potential American home. While a member of various lodges and fraternities, Colbourn prefers the society of his wife, the mother of his children, and the companionship of his fine trio of grown-up youngsters.



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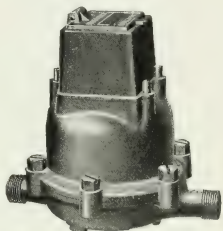
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## *Junipero Serra, a Picturesque Drive*

MARKING another milestone in San Francisco's onward progress, a contract for the construction of the Junipero Serra Boulevard from St. Francis Circle to the county line—a distance of 1.8 miles, has been let by the Board of Public Works.

Junipero Serra Boulevard, flanked as it is by handsome residences on the easterly side and the golf links on the west, when completed, with an ornamental lighting system, will make one of the most picturesque drives in the city, and its width of 100 feet should take care of all the traffic that will develop in that area.

With the award of the contract for \$412,000 to Eaton and Smith for construction, the job received the approval of the Board of Supervisors' Streets Committee, including Supervisors Andrew J. Gallagher, Alfred Roncovieri and Fred Suhr, who recommended for the boulevard construction the \$412,000 appropriation from the recent boulevard-highway bond issue.

The contract provides for the building of a roadway 100 feet in width, with an eight-inch concrete base and a three-inch asphaltic concrete surface, and for the construction of the necessary curbs, with six-foot sidewalks on both sides of the roadway for the full length. It also provides for the moving of the tracks of the Market Street Railway Company from their present location to the center of the roadway between St. Francis Circle and Ocean Avenue, thus maintaining the same location of the railroad right-of-way as now exists on Sloat Boulevard from St. Francis Circle to the ocean.

The new highway link will prove of the greatest traffic importance to the peninsula section, and will permit a spread of traffic in the Richmond, Sunset and Golden Gate Valley districts.

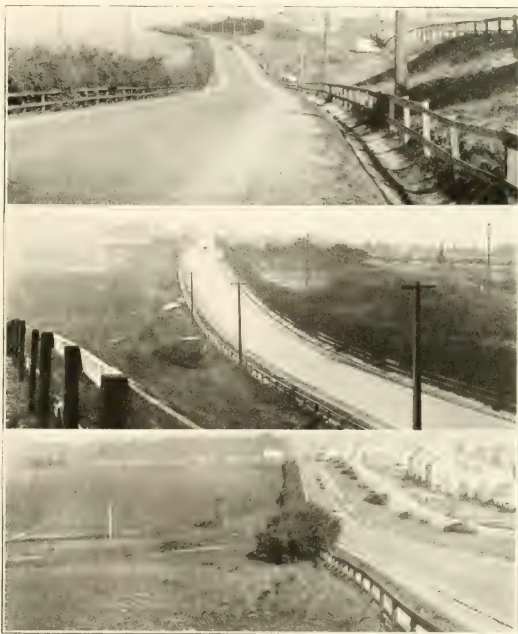
In addition, traffic signals will be installed throughout the length of the boulevard, so that traffic may be moved with a maximum of speed and a minimum of danger. This policy is being carried out in all the boulevard construction now under way.

Assistant City Engineer Clyde E. Healy, acting as advisor to the Supervisors' Streets Committee, in a report on the project, among other things, said:



— Photo by Chaffee  
CLYDE E. HEALY  
Assistant City Engineer

"Unfortunately the bond issue could provide for the construction of this road only as far as the county line of San Mateo County, and it was necessary to form a Joint Highway District for the extension of the road into San Mateo County. This highway district, composed of San Francisco and San Mateo Counties, with Supervisor Hickey as chairman from San Mateo County, and Supervisors Gallagher and Roncovieri from San Francisco County, has been completely organized, the necessary preliminary reports have been completed, and the engineering studies made for the extension of the roadway from the county line to a connection with San Antonio Avenue in Burlingame; the necessary rights-of-way for the first unit



— Photos by Chaffee  
Pre-construction views of Junipero Serra Boulevard. Upper: Looking north over Stanley Street fill; Center: Looking south over Stanley Street fill; Bottom: Looking north from Estero Avenue

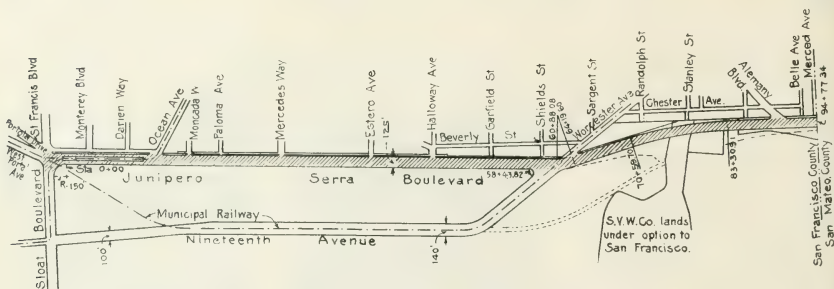


Diagram showing Junipero Serra Boulevard from Sloat Boulevard to the San Francisco-San Mateo County line

of this construction are being acquired, which will carry the construction as far as School Street in San Mateo County."

The detail plans for this section were completed by City Engineer M. M. O'Shaughnessy. They provide for a right-of-way 125 feet in width and for the construction of a sixty-foot paved roadway and the necessary drainage structures. The total distance to be constructed under this contract is approximately one mile, and will be paid for out of funds raised by the Joint Highway District.

Assistant City Engineer Healy hopes the latter contract can be let within the next sixty days so that its completion will closely approximate that of the section of the boulevard in San Francisco County. In the meantime, the Joint Highway District is bending every effort to provide the necessary funds for the extension of this roadway to a connection with El Camino Real at Baden.

Mr. Healy points out that the importance of this road will be readily seen by the motoring public, as it will provide, with the first two sec-

tions completed, a chance to divide the traffic, that portion going to the Richmond, Sunset and Golden Gate Valley districts being routed over the Junipero Serra Boulevard extension, the other portion of the traffic going to the Mission and down town, continuing on over the El Camino Real.

The State of California, through its Highway Commission, is lending every assistance possible to the construction outside of the County of San Francisco, and has allocated the sum of \$83,000 toward this improvement.

## Pasadena's Experiment in Municipal Ownership

By B. F. DeLANTY

General Manager, Municipal Light and Power Department, Pasadena

PASADENA'S experiment in municipal ownership started in 1906 during the administration of Mayor William Waterhouse, at which time the electors of Pasadena were asked to vote on a bond issue of \$125,000 for the purpose of establishing a municipal electric light and power plant. On May 3, 1906 the necessary two-thirds vote carried the issue with a margin of only thirty-two votes. In this way the light and power department was established, but before the bonds could be sold it was deemed necessary to levy a tax on the property owners amounting to \$52,000 for the purpose of carrying on the preliminary proceeding necessary for engineering and advertising for the new equipment and other expenses to start the project.

It was not the intention of the



B. F. DeLANTY

General Manager, Municipal Light and Power Department, Pasadena, California

City Council at that time to enter the field for commercial purposes, as they had the lighting of the streets primarily in mind, and in doing so engines and boilers were purchased large enough adequately to light all of the streets within the boundaries of Pasadena.

After operating the street lighting system for a year the demands of the citizens on the City Council were enough to justify their action in asking for a second bond issue of \$50,000, which was voted in February, 1908. The purpose of these bonds was to further extend the street lighting system and complete the building of the power plant as well as to furnish current for domestic and power use. The patronage grew so rapidly that it was necessary to make further extensions to our power plant. During

1920, when we had approximately 12,000 customers, we entered into negotiations with the Southern California Edison Company to purchase their system, for which a price of \$500,000 was established. For this purpose, bonds were voted, carrying about six and one-half to one, thus eliminating competition with the private company and leaving the field entirely to us. From 1920 to 1924 we entered into a contract with the Southern California Edison Company to purchase their current at a rate established by the Railroad Commission, and taking our entire output from their lines and redistributing over our system. At the beginning of our fiscal year 1923-1924, we made plans for the construction of an addition to our power plant and on May 1, 1924, we had a 10,000 k.w. unit in operation. This unit was immediately utilized for relieving the power shortage which occurred during 1924, and continued until November 21, 1924. During this period we delivered to

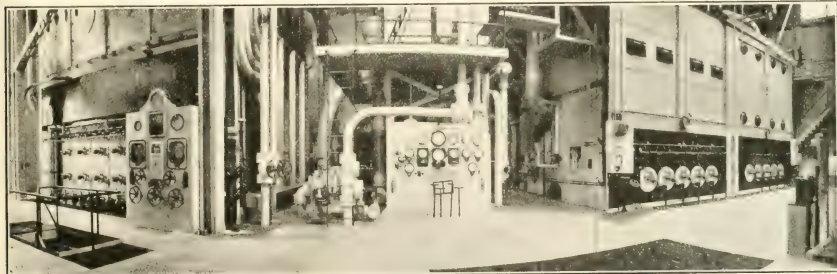
the Southern California Edison Company approximately seven million k.w.h. per month.

Our own business continued to grow and in 1925, when our peak load amounted to 11,000 k.w., we recommended to the Board of Directors that another unit of 15,000 k.w. capacity be installed. On April 23, 1926, we were authorized to proceed with the construction of this unit which would complete the plan started in 1924, and make this unit consist of two machines of 10,000 k.w. and 15,000 k.w. capacity, or a total of 25,000 k.w.

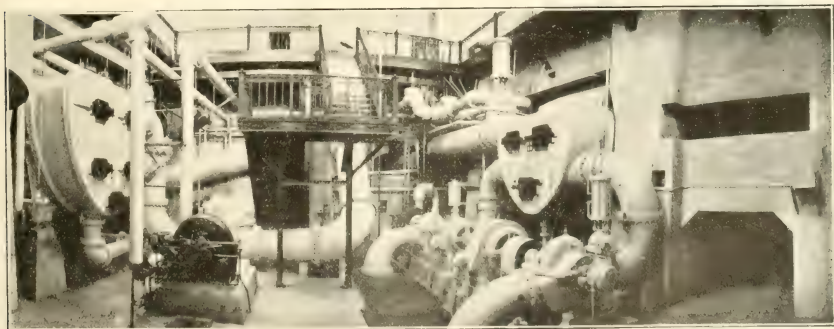
The 15,000 k.w. machine which was completed November, 1928, consists of an Allis Chalmers Curtis type turbine, steam driven, together with two 1500 h.p. Walsh and Weidner water tube boilers, generating 450 pounds steam pressure, with a total of 725° superheat and delivering steam to the turbine at approximately 400 pounds pressure. This steam turbine is of the latest design from which we are obtaining from 20 to 25 per cent greater efficiencies

than that obtained in our No. 6 or 10,000 k.w. unit. Along with this turbine the latest type condenser, feed water and circulating water pumps were purchased. Also in the boiler room, where our greater efficiencies are obtained, we have installed forced and induced draft fans, Dietrick air walls and in the furnaces, water walls of our own design, all of which are installed to obtain better efficiencies than the equipment which had been installed in 1924. On test loads we have been able to show 380 k.w. per barrel of oil and on regular operation loads we have been getting 329 k.w. per barrel of oil. This we consider very good in view of the fact that it is necessary to pump the condenser water over cooling towers which cost us approximately 15 per cent more than if this plant were located at the ocean front where sea water could be utilized for condensing purposes.

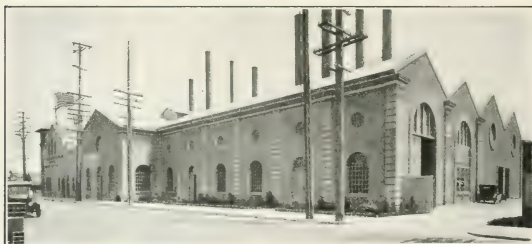
In our furnaces we are using natural gas or crude oil for fuel and, at the present day prices, we are



*Boiler Room of the Pasadena Municipal Light and Power Plant*



*Pasadena Municipal Light and Power Department Condenser Pit and Pumps. No. 6 Unit at the left. No. 7 Unit at the right*



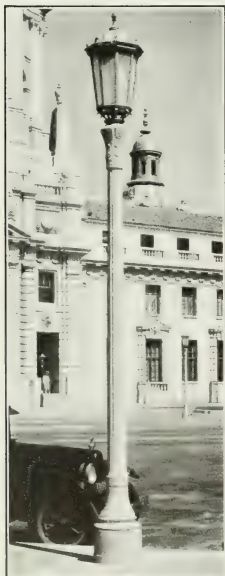
*Raymond Avenue and Glenarm Street Plant of the Pasadena Municipal Light and Power Department*

manufacturing current (fuel cost) at less than two mills per k.w.h. After adding labor and supplies, we can produce current on the switchboard at .00375 cents per k.w.h. This, of course, does not include the fixed charges necessary to compute the total cost of current delivered to our customers which amounts to approximately .02107 cents per k.w.h. For the year 1927-1928, we sold 42,271.151 k.w.h. and our receipts for the sale of this current

was an average of .03287 cents per k.w.h., making a gross revenue of \$1,389,301.72. Our street lighting output was 3,249,121 k.w., averaging .03359 cents per k.w.h., making our street light revenue total \$99,961.92.

After deducting the cost of producing and distributing the current, the interest on bonds and depreciation on buildings, equipment, etc., amounting to \$800,938.86, we had a balance of \$588,362.86 and, added to this amount, interest on \$327,000 Liberty Bonds, which we have held in reserve since 1918, amounting to \$38,880.07, thus leaving a profit of \$627,242.93. From our reserve fund \$125,000 was borrowed for the purpose of constructing an eighteen-hole municipal golf course. This money is to be returned to this department from the profits of the golf course.

The citizens of Pasadena had been paying 15 cents per k.w.h. prior to the installation of the municipal light and power plant and this was not overlooked by a large number who continued to patronize their own plant at an eight-cent rate even though it cost them more than if they had purchased their current from their competitor. This support enabled the plant to demonstrate what could be done and as the business grew in volume and operating costs were reduced the rate was further reduced to five cents per k.w.h., graduating down to two cents and a fifty-cent minimum, with a maximum of four cents per k.w.h. for power, with a graduating scale down as low as one cent, which is the prevailing rate. Thus we feel that the experiment Pasadena has tried in municipal ownership has been more than successful during its operation of twenty-two years.



*Civic Center Ornamental Street Light Post—Pasadena Municipal Light and Power Department*

## LOS ANGELES SANITARY SEWER PROGRAM

By JOHN C. SHAW  
*City Engineer, City of Los Angeles*

Plans for approximately 134 miles of local sewers are under way at this time. It is expected that during 1929 we will receive orders for approximately 120 miles of new work and will complete plans for 140 miles of work.

Plans are being prepared at this time for an extensive system of relief and intercepting sewers, occasioned by the constant rezoning of certain districts in the city. It has been found, in numerous localities, that sewers were built some fifteen or twenty years ago for residence districts, which are now thickly built up with apartment houses, hotels and business buildings. The result of that condition is overtaxed sewers. Design of sewers for relief in these cases requires not only a large amount of tunnel work, but also a large amount of pavement cutting.

It is estimated that approximately 75 per cent of the population is at present served by sewers, and it is believed that the plans for the remaining 25 per cent can be practically completed within the next three years. A large amount of the unserved population is to be found in the San Fernando valley, and it will be possible to complete plans in this district as soon as the outfall section to serve this district is completed.

The sewer has been approximately 50 per cent completed, and of the balance one-half is under construction and the design of the remaining section has just been completed. When finished the valley line will be approximately six miles in length and will provide for future extension into those parts of the valley at present less thickly populated than those immediately served. The sewer lies in the Los Angeles River basin and crosses the river itself at three points. Those crossings, due to questionable stability of the river bed gravel, were constructed of reinforced concrete on piers, the footings of which were carried down below the zone of shift in the gravel.

The sewage pumping plant to be built in connection with the construction of the Venice outfall sewer has several interesting features. For its purpose the sewer has the collection and disposal into the main line of the north outfall sewer of the sewage produced by the Venice district, of the city of Los Angeles, the

city of Santa Monica and the Pacific Palisades district of the city of Los Angeles. Due to the distance traveled by the sewer, which runs practically parallel to the ocean front, it was impossible to gain the required elevation at point of delivery without pumping.

The pumping plant, as designed, is to be constructed entirely below ground. The site is located in a salt marsh, involving rather interesting construction conditions. The plant involves pumping equipment sufficient to pump a quantity of sewage equal to forty second feet a distance of approximately 8000 feet through a force main and against a total maximum working head of eighty feet.

The pumps will be four in number, of the open port, vertical, centrifugal type, each capable of delivering ten second feet against the above mentioned conditions.

The operation of the plant will be



JOHN C. SHAW  
*City Engineer, City of Los Angeles*

entirely automatic, the pumping cycle of all pumps being controlled by float-operated switches. These

are equipped with time relay, preventing overloading of the power line main switch and resultant automatic cutoff. By a special arrangement, the operation of the pumping units is rotated in such a way as to distribute the load uniformly over all the equipment.

The force main itself is a three-foot pipe, excepting for a siphon under a main chainage channel, which is thirty-inch cast iron. The balance of the line is composed of reinforced spun concrete pipe manufactured by the Hume process. The pipe is laid in cradle throughout its length, greatly increasing its rigidity and stability in the wet ground conditions under which it is constructed.

Ample provision for protection against damage caused by starting and stopping surge has been provided through the inclusion of ample surge tanks at the plant end of the line.

## California Sewage Works Association in Fresno Conference

MORE than one hundred city engineers and other officials of the California Sewage Works' Association, among them the leaders in sewage disposal in the state, gathered at the San Joaquin Power Company building in Fresno last month for their annual Spring conference.

The sessions lasted two days and in point of attendance, enthusiasm and accomplishments, eclipsed any association meeting held heretofore.

The members of the Association and visiting guests were welcomed to Fresno by Mayor A. E. Sunderland. A response was given by Leon B. Reynolds, President of the Association.

The first day was devoted to reading papers and round table discussion.

Among the papers read, were:

Pumping Sewage, by Herbert Paterson, Assistant City Engineer, Long Beach; discussion having been led by Thomas Warburton, Councilman, City of Madera. Imhoff Tank Operation, by L. H. Gadsby, City Engineer, Visalia; discussion having been led by W. B. McWharter, Superintendent of Sewers, Exeter. Remarks on the New Sewage Plant, City of Lemoore, by C. C. Kennedy,

Consulting Engineer. Experience With Flat Sewer Grades. A round table discussion, led by Andrew M. Jensen, Fresno; F. J. Rossi, Modesto; R. M. Berryhill, Tulare, and others. The Fresno Sewer Farm, by Andrew M. Jensen, Commissioner of Public Works, City of Fresno. Talk on Sewage Disposal Practice in Europe, by Professor Charles Gilman Hyde, University of California, Berkeley.

During the first day's session the

visitors were taken by Commissioner of Public Works Andrew M. Jensen, who made arrangements for a conference, for a visit to the Fresno sewer farm. That night the Sewage Association members joined with the South San Joaquin Valley division of the California League of Municipalities at a banquet at the Hotel Californian in Fresno.

Through the courtesy of Commissioner Jensen the delegates and guests at the Hotel Californian din-



*Fresno Sewer Farm. Group of California Sewage Works Association members listening to Andrew M. Jensen describing the method of sewage treatment*

ner were treated to a program of high-class vaudeville numbers, including slight-of-hand tricks by one of the members of the Fresno Fire Department.

During the dinner Professor Hyde, who recently returned from Europe, gave his talk on "Sewage Disposal Practice in Europe." The talk was profusely illustrated and proved intensely interesting. The speaker stressed the necessity for adequate appropriations for sewage treatment and disposal; employment of trained sewage operators at commensurate salaries and the expenditure of money in the beautification of sewage disposal plants.

The Board of Directors, at a breakfast meeting, decided to hold the second annual meeting in Oak-

land in October, in conjunction with the Thirty-first Annual Convention of the League of California Municipalities.



ANDREW M. JENSEN  
Commissioner Public Works  
Fresno

On the second day of the meet the visitors made a round trip of inspection of the sewage treatment plants at Lemore, Tulare, Visalia and Reedley.

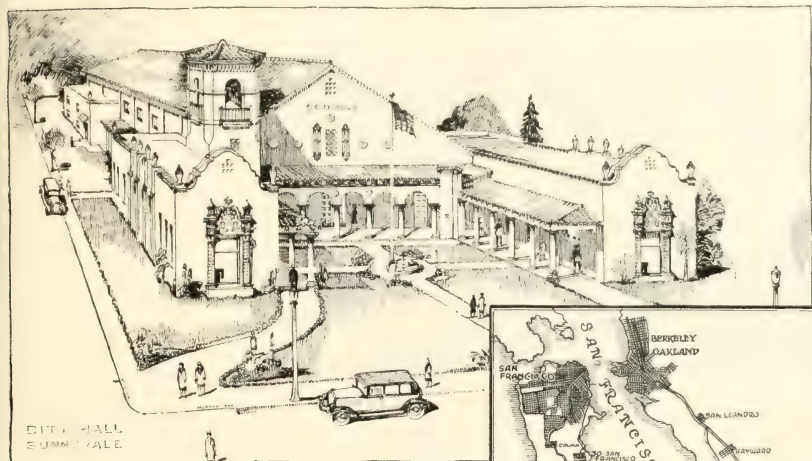
Leon B. Reynolds, President (Professor of sanitary and hydraulic engineering, Stanford University), presided, with E. A. Reinke, Assistant Engineer, Bureau of Sanitary Engineering, California State Board of Health, as Secretary.

Responsible for the success of the conference, was Commissioner Jensen of Fresno. He looked after all arrangements and left nothing undone for the entertainment of the visitors. B. J. Pardee, City Manager of Visalia, chairman of the program committee, was host at the luncheon in Visalia to the members who made the sewage plant trip of inspection.

## Roster of Sewage Association Conference

Name	Position	City	Name	Position	City
Ackerman, A. Water Works Superintendent		Delano	Levy, Philip P. Business Manager, Pacific Municipalities		San Francisco
Allen, W. A. Assistant Superintendent, Sewer Disposal		Pasadena	Long, W. C. Sewer Farm Superintendent		San Luis Obispo
Barcelonetti, L. F. City Engineer		Los Angeles	Longstaff, H. O. Councilman		Elkins
Batty, F. C. Maintenance Engineer		Tulare	Lowe, H. E. Water Works Supply Co.		Glendale
Berryhill, R. M. City Manager		San Francisco	Luppold, G. T. District Manager, Wallace & Tiernan Co.		Los Angeles
Beyer, A. C. Water Engineer		Los Angeles	Mally, C. W. Draftsman		Fresno
Bignall, L. H. Chief Section, Johns-Manville Corporation		Sacramento	Martin, F. D. Assistant Engineer, State Board of Health		Berkeley
Blood, C. R. Assistant City Engineer		Reedley	McBride, J. L. Civil Engineer		Santa Ana
Brunner, A. F. Water and Sewer Superintendent		San Francisco	McGlacken, J. H. Trustee		Lemore
Butchick, M. B. Service Manager Pacific Municipalities		Danbury	McGlacken, D. R. Citter		Lemore
Butchick, Fred, Resident Engineer, Los Angeles County		Corcoran	McWharter, W. B. Superintendent of Sewers		Exciter
Chadwick, W. A. Operator		Ojai	Murray, R. T. Sanitary Inspector		Larkspur
Chambers, R. E. Assistant Division Engineer, A. T. & S. F.		Ojai	Musken, S. A. Consulting Engineer		Larkspur, Ore.
Cole, Herbert		Ojai	Ohlson, L. R. Sanitary Engineer		San Jose
Collins, W. H. Engineer, Pacific Products		Los Angeles	Palmier, F. C. Irrigation Company		Pomona
Coombs, Dan P. Councilman		Los Angeles	Palmier, H. K. Chief Draftsman		Los Angeles
Crist, Marion L. Engineer, Binns, McDonnell, Smith		Madera	Parker, R. J. Chief Manager		Visalia
Cunningham, H. M. Operator		Madera	Peterson, H. Assistant City Engineer		Long Beach
Cunningham, H. M. Superintendent of Sewers		Ojai	Pease, Fred W. City Manager		Porterville
Drown, A. L. Mayor		Kingsburg	Perry, D. E. Manager Sanitary District		San Antonio
Erickson, Andrew, Councilman		Kingsburg	Phillips, W. B. Gladding, McBean & Co.		Los Angeles
Erickson, F. O. Water Superintendent		Lompoc	Pierce, C. L. Great Western Electro Chemical Co.		Los Angeles
Everett, Chas. Plumbing Inspector		Exeter	Polk, M. C. Engineer		Chico
Fairbairn, F. J. Trustee		Los Angeles	Post, J. W. Councilman		Sanger
Foster, W. F. County Surveyor		Headburg	Poulson, M. C. Office Engineer, City of Fresno		Fresno
Frampton, F. C. Councilman		Pomona	Rasmussen, W. F. Deputy Commissioner of Public Works		Fresno
Frederick, W. D. North Side Water Co.		Pomona	Raw, A. M. Assistant Engineer, Los Angeles County		Los Angeles
Frohde, Fred C. City Engineer		Visalia	Rea, Chas. Sales, Maddox, Plushier		Los Angeles
Gadshy, L. H. City Engineer		Fresno	Reinke, E. A. State Department of Health		Berkeley
Gambon, Fred, Consulting Engineer		Ojai	Reynolds, L. B. Professor, Stanford University		Palo Alto
Garrett, Henry, City Engineer, Chas. Cold		Berkeley	Rhodes, W. C. Pacific Electric Light		San Francisco
Gillette, C. G. State Sanitary Engineer		Fullerton	Rogers, F. J. St. Mary's College		St. Mary's
Gillette, Wm. Sewer and Water Superintendent		Los Angeles	Rogers, K. R. Vice-President, Montezuma School		Los Gatos
Gladding, A. H. Gladding, McBean & Co.		Los Angeles	Rossi, E. F. V. City Engineer		Molokai
Goulden, R. F. Resident Engineer, State Board of Health		Elk Grove	Scales, W. L. Fresno County Sanitary Inspector		Fresno
Graham, Glenn, City Engineer		Berkeley	Schuck, P. L. Street Superintendent		Lompoc
Gray, Harold, Consulting Engineer		Amherst	Schuler, Philip, Editor, Western Construction News		Fresno
Gwynn, C. H. Street and Sewer Superintendent		Turkey	Scott, E. E. Draftsman		Fresno
Hall, Horace C. City Engineer		Turkey	Seel, G. C. Service Department		Fresno
Hammerley, F. V. Sales Engineer		Berkeley	Shack, R. C. Irrigation Company		Pomona
Hansen, E. E. Sanitary Inspector		San Luis Obispo	Shan, Chas. E. Consulting Engineer		San Francisco
Harris, H. Student		Berkeley	Smith, J. F. Great Western Electro Chemical Co.		Los Angeles
Heiss, E. A. Student		Berkeley	Smith, Clyde E. Sanitary Engineer		Los Angeles
Hodkinson, Carl, Superintendent of Mechanical Equipment		Sacramento	Snyder, L. M. Student		Berkeley
Huckley, H. H. City Manager		Delano	Spicer, G. D. Assistant City Manager		Tulare
Hume, H. H. City Manager		Berkeley	Spickmire, N. E. Assistant City Engineer		Chicago
Hyde, C. G. University of California		Delano	Stewart, O. E. Orange County Outfall		Anaheim
Jacobson, J. Construction Superintendent		Davis	Stuart, A. B. City Engineer		Healdsburg
Jencks, W. L. Bent Concrete Plant		Los Angeles	Swan, S. H. Street Superintendent		Livingston
Jensen, Andrew M. Commissioner of Public Works		Fresno	Thomas, Ralph R. Representative, Prussitt Co.		St. Louis, Mo.
Keel, Norman W. Engineer, Los Products Institute		Los Angeles	Thorpe, C. M. City Engineer		Fullerton
Kennedy, C. C. Consulting Engineer		San Francisco	Thorpe, J. H. Operator		Lemore
Kivari, A. M. Dorr Co.		Los Angeles	Wallace, W. C. Mayor		Calamba
Knowlton, W. T. Sanitary Engineer		Los Angeles	Warren, A. K. Engineer, L. A. Sanitary District		Los Angeles
Kobig, Jr., A. H. Keating & Keating		Los Angeles	West, Fred A. Chief Engineer		Lemo
Kreighbaum, O. A. Councilman		Fullerton	Willis, B. J. Sewer Farm Superintendent		Stockton
Lambert, P. L. Sales, Maddox, Plushier		Los Angeles	Wilson, A. Bacteriologist		Paso Robles
Lauders, R. Roy, Superintendent of Sewers		Chico	Wintersgill, A. Sales Manager, Pacific Clay Products		Los Angeles
			Wyman, A. W. Plant Superintendent		Pasadena
			Zuckewski, G. C. Chief Sanitary Inspector		San Diego

# New City Hall for Sunnyvale



THE City of Sunnyvale in Santa Clara County, through its Board of Trustees, has decided to erect a new City Hall building on a large piece of property on the corner of Murphy and McKinley Avenues.

A competition for plans was held and A. A. Cantin, architect of San Francisco, was selected to design the building in the Colonial Spanish type of architecture. Cantin was one of the architects for the new twenty-six story Telephone Building in San Francisco.

The City Hall building will consist of three separate units grouped around a patio which will be beautifully landscaped with central fountain after the Spanish type.

The largest unit will consist of the auditorium, to seat 850 people, and a banquet room and kitchen in the basement under the stage. The stage is to be commodious and will have a wide proscenium arch. The stage is equipped with dressing rooms and dancing floor. The floor in the auditorium will be level and floored with maple for dancing purposes.

The second unit is designed for clerk's office, council room and ladies' rest room. A fireproof vault will be built in the clerk's office. This unit will flank the patio on the south side.

The third unit will consist of the library, librarian's office, court room and judge's office and men's rest room. This unit will flank the patio on the north side. The three units will be connected together with wide arcades covered with tiled roofs.

A campanile will intercept the arcade at one corner of the patio and in its top story there will be an open belfry wherein will be installed an illuminated Christmas tree during the holiday season.

The building will cover a liberal amount of ground fronting one hundred and fifteen feet on Murphy Avenue

and one hundred and sixty-seven feet on McKinley Avenue. The auditorium is to be heated with forced hot air system, and the wings heated with the latest type of electrical heaters. The cost of the improvements will be \$75,000, approximately. E. K. Nelson of Redwood City is the contractor.

The Board of Trustees, headed by Mayor William McLaughlin, is to be congratulated upon the up-to-date municipal building it has decided upon in this wide-awake city. Miss Ida Trubschenck is the City Clerk.



# Leaburg Hydroelectric Development City of Eugene, Oregon

By J. C. STEVENS, Consulting Engineer



Upper: Power House from Forebay. Center: Completed Canal near Station 105.  
Lower: Marion 125 Steam Shovel Excavating Canal

THE Leaburg hydroelectric development is one of four built and proposed on Mackenzie River for the municipality of Eugene, Oregon. The first development, known as the Waltherville plant, was completed in 1912. The Leaburg development now under construction is the second and largest thus far undertaken by the city of Eugene.

Municipal power development in Eugene reads like a romance. In 1910, \$200,000 in bonds were voted for the construction of a plant on Mackenzie River. Operation of this plant began in 1912 and has continued to the present date. The earnings have been used to acquire and extend the distribution system within the city and for investment in enlargement of the plant and general betterments until at the present time the city has a total capital investment, exclusive of the Leaburg project, of \$1,750,000, against which there is only \$185,000 in outstanding bonds, with money on hand to pay them when due.

## Plant Capacity Doubled

The growth of the city and the increase in the power demand have been so rapid that it was necessary to double the capacity of the Waltherville plant in 1916, and considerable power also has been purchased from the Mountain States Power Company.

When it was decided to build the Leaburg development a bond issue of \$1,250,000 was voted by the municipality. There also will be available as surplus earnings from the existing system about \$750,000 to apply on the new development, and since the completed plant will cost about \$1,500,000, it will be necessary to sell only about \$750,000 of bonds voted.

## The Leaburg Development

The Leaburg development consists of a dam on Mackenzie River twenty-eight miles above Eugene. By this dam the water will be raised twenty feet above the low water stage and diverted into a canal of length of five miles. At the end of the canal a forebay is constructed, from which the water is led through penstocks to the water wheels located in the power house. From the power house a tail race 1300 feet in

length returns the water to MacKenzie River.

The dam consists of a low overflow spillway, on the crest of which are four piers 100 feet apart. Between them are steel roller gates, each 100 feet long, effecting a closure  $12\frac{1}{2}$  feet above the crest of the dam. There is also a thirty-foot sluice gate adjacent to the intake of the canal.

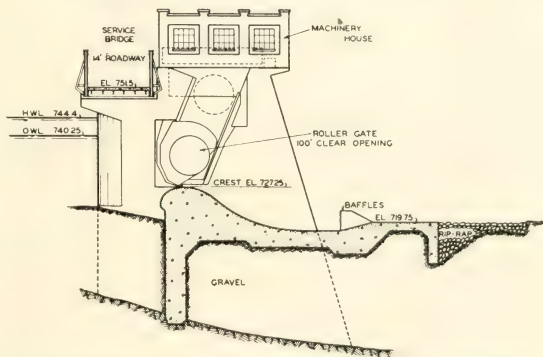
By means of these gates it is proposed to hold the water above the dam at a constant elevation of 740 feet, or twenty feet above the low-water stage. When the flow in the river does not exceed 7000 second feet control will be secured by manipulation of the thirty-foot sluice gate. When the flood flow exceeds 7000 second feet the sluice gate will be closed and control will be effected by operation of all of the 100-foot roller gates. As the flood flow continues to increase the roller gates and the sluice gate will be manipulated to maintain a constant elevation above the dam. In extreme flood with all gates open the dam will pass 65,000 second feet, with water above the dam at an elevation of 740 feet. All structures are designed, however, to pass 100,000 second feet safely and without damage to lands above.

#### Canal Drift Fender

At the entrance of the canal a drift fender is constructed, consisting of ten piers spaced twenty feet apart, supporting steel fender beams parallel with the bank of the stream. The fender beams are spaced one foot apart and will serve to deflect any driftwood through the sluice gate or through a log chute constructed around the sluice gate. Behind the fender beams will be placed a curtain of chains oscillated back and forth by a motor, the purpose of which is to prevent fish from entering the canal. Control of water



J. C. STEVENS  
Consulting Engineer



Section of Diversion Dam, showing Spillway, Piers and Roller Gates; Leaburg Hydroelectric Development

in the canal is secured by two twenty-four-foot gates.

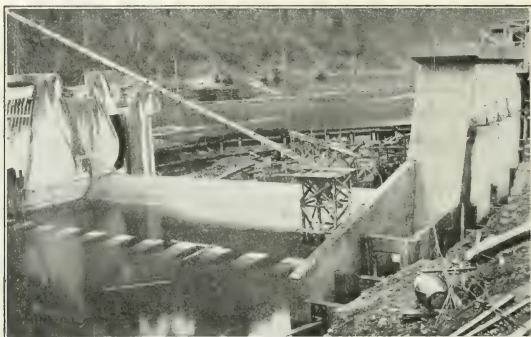
The canal section is normally thirty feet bottom width with  $1\frac{1}{2}:1$  side slopes, designed to carry water at a maximum depth of eleven feet. Along steep hillsides and in rock sections the slopes have been modified to conform to the character of the material encountered. These transitions from one shape to another have been obtained without change of velocity. Under a full head the velocity in the canal will be four feet per second. This high velocity was justified by the clay and gravel character of the material.

#### Overflow Spillway

A long overflow spillway and a Tainter sluice gate, by which the entire flow can be returned to the river, are provided at a point 6500 feet below the intake. Streams draining across the line of canal have generally been taken into it, without widening the canal or reducing velocities. In most instances this is accomplished by constructing



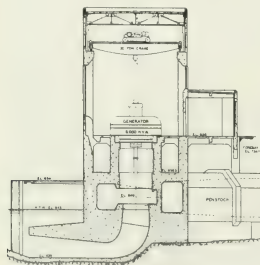
General view of Dam, looking down stream



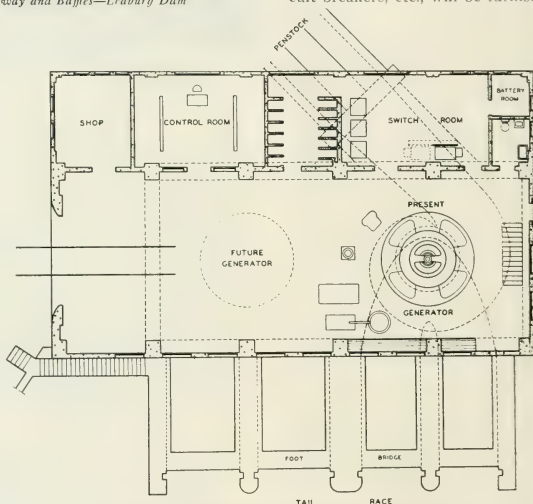
Piers 6 and 7, with completed Spillway and Baffles—Leaburg Dam

a loose rock dike in place of an earth bank where it crosses these side streams. An overflow lip is provided in the dike at the normal operating level in the canal. When the side streams are in flood, the water will flow through and over this rock dike, but the uniform velocity in the canal will be maintained. Above such rock dikes water will be ponded at all times.

The forebay at the end of the canal is constructed with concrete walls, and from it a battery of seven siphon waterways, having a total capacity of 3500 second feet, will return surplus and flood water to the river. The flow in the canal will not be interrupted and will be taken either through the twin penstocks to the turbines or will be discharged by the siphon spillways. The inlet to the penstocks is controlled by two eighteen-foot sluice gates and is protected by steel racks. The penstocks are each twelve feet in diameter, 280 feet long, built of reinforced concrete and for the most part they are



Section of Power House, Leaburg Hydro-electric Development



Plan of Power House Leaburg Hydro-electric Development

in solid rock excavation. The excavation will be backfilled and over the penstocks will pass the main Mackenzie River highway.

The power house is a concrete structure 82 by 32 feet, with an electric bay 82 by 16 feet. Only one unit is being installed at the present time, but space is provided for the second unit, which probably will be required within the next five years.

The equipment for the first unit consists of a 10,000 h. p. Francis type water wheel, with vertical shaft, direct connected to a 9000 kva. generator.

Near the power house will be constructed an outdoor substation containing the step-up transformers, oil switches, etc. From this station a 44,000-volt transmission line leads to the Walterville plant, and thence to the city of Eugene, while an 11,000-volt transmission line leads from the Leaburg switching station to the dam.

All work on this project is under direction of the Eugene Water Board: C. A. McClain, superintendent and secretary; J. W. McArthur, civil engineer; H. P. Curran, electrical engineer. Water wheels will be furnished by the S. Morgan Smith Company. Generators and transformers are being built by the Westinghouse Electric and Manufacturing Company. The switchboard, circuit breakers, etc., will be furnished

by the General Electric Company. The sluice gate, canal intake gates, and penstock gates are of the Broome self-closing type manufactured by Philips & Davies, Kenton, Ohio. The three 100-foot roller gates are furnished by the Willamette Iron and Steel Works, Portland, Oregon. The general contractor for the project is A. Guthrie & Company of Portland and St. Paul. Designs were prepared by Stevens & Koon, consulting engineers, of Portland, Oregon, who also have advisory supervision over construction.

# City of Oakland's Board of Public Works

By B. S. SANDERS

WITH more than \$8,000,000 of municipal property under its direct custody, with the work of preparing and presenting plans for new public buildings a part of its official functions, the Department of Public Works of the City of Oakland, presided over by Frank Colbourn, is one of the most important departments in the municipal government.

Under an efficient management this important department is costing the taxpayers of the City of Oakland only \$284,500 a year. The economy of operation pursued by Commissioner Colbourn has attracted widespread attention throughout the entire country.

There are sixty-two employees in the department, 45 per cent of whom are former service men. The maintenance of the City Hall, the Municipal Auditorium, the fire houses, and the Lake Merritt boathouse, as well as the various sub-police stations, as far as the building end is concerned, are under the care of the Commissioner of Public Works.

In his recent annual report of the



MORAGA FIRE HOUSE, OAKLAND, MODEL FOR ALL AMERICA

*The Moraga Fire House, in Moraga Road, Oakland, in the heart of the scenic Montclair residential area, was built at a cost of \$22,800. Of reinforced concrete and frame sides and roof and lined with Celotex cast with the slabs of concrete, it bears a striking resemblance to a modern, well-built home. Its architecture is unique, combining utility and comfort. This Fire House has been recognized as a model throughout the United States.*

activities of the Public Works and City Hall, Mayor Davie, in part, said:

"Through efficient work of this department the city buildings are in better condition than at any other time in the past decade. At a cost of some \$3000 the City Hall was washed, acid being necessary to eradicate the grime and soot deposit of many years. It now presents a fine appearance of which our citizens can be proud.

"Many alterations inside the Hall were made during the year. The Civil Service Department was transferred to the main floor formerly used by the Tax Collector's Department, but now available due to the consolidation of our assessment and tax collection function with that of

the County of Alameda. The old Civil Service quarters on the third floor have been remodeled and are now being used by the Recreation Department. Alterations were made of quarters vacated on the fourth floor by the Recreation Department, the space now being used by the Building and Plumbing Departments, resulting in more efficient service to the public.

"Outside of the City Hall the most notable achievements of the Public Works Department were three: construction of a new type of fire house in the Moraga District, installation of a hardwood wainscoting in the entire corridor of the Municipal Auditorium, and construction of a demountable sectional stage and sloping floor for the Auditorium



OAKLAND'S BEAUTIFUL AUDITORIUM WITH LAKE MERRITT IN THE FOREGROUND

*This is one of the most attractive and best equipped municipal auditoriums in the country. It represents an investment of more than \$2,000,000, and is under the management of the Commissioner of Public Works, Frank Colbourn. The theater in the building seats 2000, while the main arena has a capacity of 10,000. Here, too, is located Oakland's fine Art Gallery*

arena, through generous cooperation of the Chicago Grand Opera Company. Many changes also were made in some twenty-five fire houses, police stations, the pound, and library, adding to their efficiency, comfort and better appearance; while, with cooperation of the Street Department, better facilities for automobile parking were completed adjacent to the Auditorium."

The Public Works Department pioneered in the idea that fire houses could be made beautiful as well as useful. The Moraga fire house is

built on a sidehill facing Moraga Road, in the heart of the famous Montclair residential district, and is so built as to inspire those who build homes in the district. It offers a maximum of efficiency to the operators and comfort to the men. The dormitory and living quarters for a double company are planned on the high level of land, while the fire apparatus is housed on the lower or street level. It was designed by the Works Department and is fireproof throughout, with reinforced concrete walls, frame

sides and rooflined with Celotex cast with the slabs.

Among the five fire houses that the Board of Works constructed are those on Foothill Boulevard at Thirty-fourth Avenue; Bond Street; Boulevard at Trainer and at Milton and Market Streets.

Practically all of the improvements made by the department came out of the tax funds and not by bond issues—the Commissioner believes and puts into the municipal government the policy of "Pay as You Go."

## COLUSA IMPROVES WATER WORKS SYSTEM

The city of Colusa, located in Colusa county, about 100 miles north-east of San Francisco, is making improvements to its waterworks system which include a Horton elevated steel tank. The structure is of the hemispherical-bottom type and has a capacity of 150,000 gallons. It has a height of 118 feet to the high water line and 77 feet 3 inches to the bottom.

With this elevated tank supply Colusa will have what is known as the gravity type of system. With it a relatively uniform pressure is maintained throughout the distribution system. Pumps may be operated at a constant speed. It is not necessary to vary the pumping rate in accordance with the consumption rate. When the consumption rate is lower than the pumping rate the excess goes into the tank, and when the consumption rate is the greater water is drawn from the tank.

The pumps need not have sufficient capacity to meet peak loads. They need only be large enough to replace in eight or ten hours the water that has been used out of the tank. When they are not operating the tank alone maintains the pressure in the system.

It is economical to operate a system in this manner. While the pumps are operating they are working at full capacity. When the tank is full they are shut off entirely. Attendance is required only when they are operating. A stand-by pumping unit is not absolutely necessary, for repairs may be made while the pump is shut down.

### Provides Fire Protection

Fire protection is just as much a part of the waterworks system's job as is supplying water for general consumption. From a fire protection standpoint, a gravity reserve in an elevated tank is equally important in large or small systems. It

makes them dependable from the instant the fire starts. There is no delay in service as might occur when special fire pumps have to be started.

The importance in having gravity water pressure for fire protection is reflected in the effect it has on insurance classifications and rates. The city with a gravity system usually obtains a lower classification than that without such protection. This means that all property in the city is entitled to be insured at a lower rate than could be obtained if the classification were higher. The aggregate insurable property in a city amounts to considerable, and the savings in a sin-

gle year often go a long way toward buying the tank.

Aside from insurance savings, improved protection is advantageous in itself. Every property owner would rather have his buildings kept from being destroyed than have them replaced. Fires always mean unaccountable losses, trying inconveniences and often endanger life.

The tank at Colusa was fabricated by the Chicago Bridge and Iron Works at its Chicago plant. Foreman O. M. Bendixen is in charge of the company's crew on the erection of the structure.

## HOLLISTER AIRPORT

The municipal airport at Hollister will be dedicated with a two-day air show on May 11 and 12.

The new field is located two miles north on the State Highway. Hangars and ground equipment have been installed on the 160-acre tract which is now a flag stop for the liners flying from San Francisco to Los Angeles.

Plans for the dedication include three races from San Francisco to Hollister, the start to be made from Mills Fields on the afternoon of the eleventh.

Army, navy and marine flyers will attend the show and participate in the races and stunt flying.

A contest for the queen of the air to preside over the show is under way. Miss Elizabeth O'Donnell has been named as a candidate for the honor.

The Santa Rosa municipal water plant, including reservoirs, lands, distributing system and all materials now on hand, is valued at \$367,480.76, according to an inventory just completed by City Engineer A. P. Noyes.



Horton hemispherical-bottom elevated tank similar to the one which is being erected at Colusa. This one is at Salinas.

# Los Angeles Introduces Municipal Reference Library Department

By JOSEPHINE B. HOLLINGSWORTH

*Municipal Reference Librarian, Los Angeles*

THE belief that "a man's judgment is no better than his information" may be said to be responsible for the establishment of special libraries in large corporations, both public and private. Private business has long since discovered the fallacy of making costly experiments or installing expensive machinery without first ascertaining the experience and practice of others engaged in the same field of endeavor. As a municipal corporation is a very intricate organization, spending annually an ever-increasing budget appropriation, our large cities also are finding it worth while to provide their officials and employees with such data as may be obtained from books, reports, and periodical literature.

## First Library 30 Years Ago

The first municipal reference library was organized about thirty years ago, and the movement has grown steadily until our latest list numbers sixteen cities in all, Baltimore, Chicago, Cincinnati, Cleveland, Detroit, Los Angeles, Milwaukee, Minneapolis, New York, Philadelphia, Portland, Ore., Rochester, St. Louis, Seattle, Toledo, and Toronto. The particular activities of a municipal reference library vary with the city and its particular needs, but they all have for their purpose the assembling of such information as may be deemed most useful to those engaged in the administration of the city's business.

Though cooperating at all times with the city departments and maintaining a large file of municipal reports for their use, the Los Angeles Public Library did not establish a municipal reference division in the City Hall until the construction of the new building in the Civic Center made it possible to obtain the necessary space. Accordingly, we opened our doors for the first time on April 16, 1928, at the time the seat of government was transferred to the new City Hall.

## Publications Are Grouped

Publications made more readily available to the city departments through the establishment of a municipal reference library group them-

WHILE it may be not generally known, we are told by Miss Hollingsworth in this interesting article, the first municipal reference library was organized about thirty years ago, and the movement has grown steadily until the list numbers sixteen cities in all—Baltimore, Chicago, Cincinnati, Cleveland, Detroit, Los Angeles, Milwaukee, Minneapolis, New York, Philadelphia, Portland, Rochester, St. Louis, Seattle, Toledo and Toronto. The particular activities of a municipal reference library vary with the city and its particular needs, but they all have for their purpose the assembling of such information as may be deemed most useful to those engaged in the administration of the city's business.

selves into three classes: (1) Publications assembled there, but not to be found elsewhere in the city; (2) a duplication of material available in the Central Library but needed regularly for city use; (3) material borrowed from the Central Library for occasional or emergency use in the City Hall.

In Los Angeles, the first group includes a large number of municipal reports, journals, and other offi-

cial publications of the sixty largest cities of the United States, as well as those issued by many California local governments. The Central Library does not plan to maintain as complete a file of city documents as will the Municipal Reference Library. To this collection is added the output of municipal research bureaus and state leagues of municipalities. Our collection of city ordinances to be found in the official journals, municipal codes, and special compilations is probably more complete than can be consulted anywhere else in Southern California. This file is also supplemented by many model ordinances recommended from time to time by national and local organizations.

## Engineering Collection

The engineering collection is made up mainly of material also obtainable in the Central Library. It consists of standard texts and handbooks, reports of engineering societies and departments, and a representative file of technical periodicals. We specialize on bridge, highway, and sanitary engineering, but a limited amount of electrical literature may also be consulted here.

The staff of the City Health Department forms an active unit in our clientele, so that we are steadily adding to our resources on public health administration, nursing, nutrition, bacteriology, and applied



Noon hour at the Municipal Reference Library Department at the Los Angeles Public Library

chemistry and allied subjects. Playground and park problems, city planning, and public utility regulation all have their place in the municipal reference library, while law enforcement and crime prevention lead necessarily into the field of economics and sociology.

As a large city government after all is a highly organized business administration, books and reports on office appliances, personnel management, business correspondence, accounting, statistical methods, and filing systems have a very practical value to our patrons.

### Periodical List

A carefully selected periodical list supplements the book and document collection, and every effort is made to render their contents available at the earliest possible moment. Special articles are called to the attention of department heads, a mimeographed index to engineering literature is issued each month, while the accepted periodical indexes are on file from 1920 to date. Local newspaper clippings on Los Angeles city government are rapidly creating a valuable source of information on current events.

Closely allied to our service to the city official in furnishing data on administrative problems is the assistance offered by the library to employees preparing to take promotional civil service examinations or to increase their knowledge of the technique of their job through extra hour courses. When civil service announcements are received, they are posted on our bulletin board together with a list of suitable reading for candidates. A copy of the list is sent to the department for which the examination is being held so that it may be called to the attention of eligible employees. A small amount of recreational reading, other than fiction, is purchased from time to time, while each registered patron of the Municipal Reference Library is furnished a borrower's card for the Public Library and its branches, in addition to the special card entitling him to the circulating privileges of this division.

### Library's Real Function

The real function of the Municipal Reference Department as organized into a municipal reference library is to form a point of contact between the City Hall and the Public Library sources of information. A trip to the Central Library from the City Hall requires almost an hour to come and go. When there, the city employee is confronted with

a large number of highly specialized departments and frequently is puzzled to know where to start in his search for information. Our trained staff, knowing the workings of the library from the inside, usually may locate the data more quickly, arrange to borrow the books for a long or short time loan as the case may be, and have them delivered by means of our daily messenger and truck service. As far as the continuous needs of the City Hall can be anticipated, the material has been collected in the Municipal Reference Library; the occasional requirements are met through borrowing elsewhere.

### Budget Exhibit

When it was learned that the Bureau of Budget and Efficiency was organizing a budget exhibit to be held in the City Hall during the months of April, May and June, the Municipal Reference Library arranged for a series of lectures on the Los Angeles City Government to be given at the Central Library during the same period. These will be given by city officials. It is hoped that they will furnish the average citizen a dignified and non-partizan account of his city's activities and, of course, will be open to the general public. The schedule of lectures is given as follows:

#### Los Angeles City Government as Described by City Officials

- I. Los Angeles, a Self-Governed City—Friday, March 29, 8 p. m.
  1. Charter and the People—Mayor George E. Cryer.
  2. How the Council Represents the People—William G. Bonelli, President City Council.
  3. Where the Taxpayer's Money Goes—Roy A. Knox, Director, Bureau of Budget and Efficiency.
- II. Los Angeles the City Builder—Monday, April 22, at 8 p. m.
  1. How the City Is Planned—Gordon Whitnall, Director, City Planning Department.
  2. How the Plan Is Being Carried Out—John S. Horn, Commissioner, Board of Public Works.
- III. How Los Angeles Protects Life and Property—Saturday, May 4, at 8 p. m.
  1. The Work of the Police Department—James E. Davis, Chief of Police.
  2. The Work of the Fire Department—Captain Jere P. Kline, Bureau of Public Relations, Fire Department.

3. The Work of the Health Department—Dr. George Parrish, Health Officer.

#### IV. How Los Angeles Helps Her Citizens to Learn and Play—Monday, May 27, at 8 p. m.

1. Reading for Pleasure and Profit—Miss Louise Jones, Principal, Adult Education Department, Public Library.
  2. Out of Doors in the City Parks—L. Glen Hall, Landscape Engineer, Park Department.
  3. Play for Old and Young—George Hjelte, Superintendent, Playground Department.
- V. Los Angeles, the Builder of Business—Friday, June 7, at 8 p. m.
1. Bringing the World to Our Doors—Illustrated Lecture by Lloyd V. Roberts, Harbor Department.
  2. Furnishing Our Industries With Water and Power—J. Hunter Clark, Executive Secretary, Department of Water.

California officials and others interested in municipal problems are invited to consult our files at any time occasion may arise. The lectures may interest them as well.

### CONSOLIDATION COMMITTEE

Authorized by a meeting of citizens of San Francisco and San Mateo counties to appoint a committee of ten to take charge of the peninsula survey recently completed, Philip J. Fay, president of the San Francisco Chamber of Commerce, has announced his choice of ten representative citizens from the interested communities. They are:

- E. B. Hinman, president Redwood City Chamber of Commerce.
- E. P. Kauffmann, president South San Francisco Chamber of Commerce.
- M. J. Bettencourt, president Coastwide Civic Union of San Mateo County, Half Moon Bay.
- John Daley, president Burlingame Chamber of Commerce.
- Marstem S. Blois, president San Mateo Chamber of Commerce.
- From San Francisco: Colbert Coldwell, Jesse Steinhart, J. W. Mailliard, Jr., Isadore Zellerbach and James Mullen.

# Fore! And Game Was On

By HARRY J. BORBA

SAN FRANCISCO'S municipal employees have "gone golf."

Exactly 101 representatives of the various departments of city and county government teed off in the first annual San Francisco Municipal Employees Golf Championships sponsored by The News, on Saturday, March 23. The titles still are in the process of settlement as this story is written, but the excitement has in no sense abated.

In fact, there is so much interest in the tourney and its candidates for honors that it now seems likely next year will find at least 250 golfers in the qualifying round. Every office has at least three or more workers who are going to take up the intriguing Scotch pastime. Success of their fellow workers has provided the incentive.

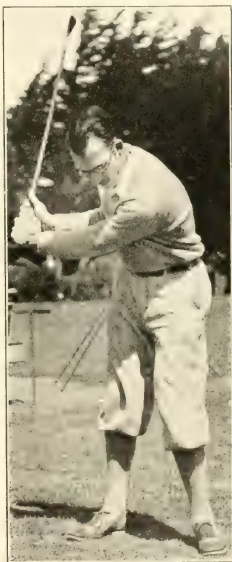
## Firemen Lead All Entrants

Firemen led all the rest in the matter of entrants, but, peculiarly enough, not one of the hose and reel boys was able to land in the championship final. That will be contested by Otto Meyer, handsome young detective sergeant, and Joe Coughlan, Municipal Railway motorman. Battalion Chief Dennis J. O'Donnell made a sturdy stand against Otto Meyer in the semi-final, forcing the young apprehender of diamond thieves to the eighteenth hole before a decision was reached. Bill Dunne, one of the boys on

Fireboat No. 1, provided Joe Coughlan with even more of a tussle. They had to go to the twenty-first hole, where Joe finally won with a par.

Several handsome trophies served to attract a very excellent class of golfers to the tourney. The championship flight of sixteen players was about as classy as you will find in any tourney outside of the northern California and the California State competitions.

Even if the firemen were routed



ELMER GAETJEN  
Parks and Playgrounds

out of the titular division, they will take their share of trophies back to their respective fire houses. Captain Mike Lee is in the second flight final; Bill Sweeney in the third; Lon Fordyce in the fourth, and Lester McKrae in the sixth.

## Superior Judges Qualify

Among the qualifiers on the first day were Superior Judges Timothy I. Fitzpatrick and Thomas F. Graham. Judge Fitzpatrick's 87



JOE COUGHLAN, Municipal Railway  
Finalist for Title

landed him in the championship division, while Judge Graham was in the fourth. Both withdrew before the match play began.

District Attorney Matthew Brady landed in the third flight, but he was rousted by Chief Mike Gavin, of the firemen, despite his weighted driving iron and the agreement to make rules as the match progressed. Matt had a protege in Ed. Healy, but Ed. fared little better than his tutor.

All told there were more than 150 entries filed for the competition. Difficulties of shift work and varying hours in the different groups caused many to drop out of the qualifying round. The firemen led off with forty-eight men, trailed by the police with twenty-nine. Other departments had the following number: Board of Public Works, forty-four; Municipal Railway, thirteen; Parks and Playgrounds, twelve; Recorder's Office, five; Assessors, four; Exposition Auditorium, three; District Attorney's Office, three; City Engineer's Office, three; Superior Court Judges, two; Justice Court clerks, two; City Attorney's Office, two; Registrar's Office, one.

## All Are Boosters

Every one of these golfers, whether he played or not, is a booster for the event. Next year the task of promotion will be greatly simplified. The idea of a competition strictly for employees of the



P.L. CLAVERE (left), Recorder's office  
J.C. VINCENT, Board of Public Works

city has struck a very popular chord. For one thing, it provides a tournament for many persons who have no chance to engage in club affairs. And, for another, it promotes a feeling of friendship and loyalty between the various departments of government.

Too much praise cannot be given to Joe Hickey, director of municipal golf courses. He not only provided starting times on the various days of the tournament at a sacrifice to the links because the traffic is always heavier on Saturdays and Sundays, but he also worked to secure prizes for the various flights. And his able assistants at Harding, U. S. Catlett, starter; Ralph Scanlin and Sam Smith, his aides, were industrious in the conduct of the affair. Jack Ring had the fairways and greens in excellent shape for play.

Lincoln Park sent its representatives as well. Paul Wietzke, starter, and his aide, Alex McCullough, both qualified and were tough before they were finally eliminated.



**BILL DUNN**  
Fire Department

All Photos Courtesy San Francisco News

Following is a list of the finalists in the various flights:

#### **Championship Flight**

Otto Meyer (Police Department) vs. Joe Coughlan (Municipal Railway).

#### **Second Flight**

Captain Mike Lee (Fire Department) vs. Peter Beasley (Municipal Railway).

#### **Third Flight**

Lieutenant W. J. Sweeney (Fire Department) vs. John Hayes (Assessor's Office).

#### **Fourth Flight**

Thomas McCann (Board of Works) vs. Lon Fordyce (Fire Department).

#### **Fifth Flight**

Jake Fischer (Board of Works) vs. F. W. Mackintosh (Parks).

#### **Sixth Flight**

Lester McRae (Fire Department) vs. J. J. Jordan (Board of Works).

#### **Seventh Flight**

F. J. Ryan (Board of Works) defeated J. M. Owens (City Engineers).

## **GROUP INSURANCE PLAN, CITY OF PALO ALTO**

By **LEON T. DAVID**, *Deputy City Attorney*  
*City of Palo Alto*

**E**ARLY in the year 1927 our Committee of Auditing and Accounts gave considerable study to municipal insurance and had before it a proposition for group insurance of the employees of the city. Various plans were submitted, and the plan submitted by the Travelers' Insurance Company was finally accepted. On November 17, 1927, the plan became effective.

Previous to adoption of the plan the City Attorney's office gave some study to the question of the legality of devoting public funds to the purchase of group insurance, and we were satisfied that the laws of the state and the charter of the city would permit the operation of the plan.

#### **Insurance Not Compulsory**

Employees of the city are not compelled to take out group insurance. To qualify for the insurance, the employee must have been one year in the service of the city. Of approximately 160 employees who were qualified for insurance on November 17, 1927, ninety-nine signed up.

Under the Palo Alto plan, those who take out insurance must specify certain amounts. The employees whose monthly salary is less than

\$125 must take out \$1000 of insurance, no more and no less. Those whose monthly stipend is between \$150 and \$175 can take out either a \$1000 policy or a \$2000 policy. Those whose monthly income from the city is \$175 or over may take out a \$1000, \$2000 or \$3000 policy. The fixing of these definite amounts has made for orderly administration with the minimum of clerical labor.

#### **Low Rate Insurance**

Each employee taking out insurance pays 60 cents per thousand per month, which sum is deducted from his pay check by the auditor. The city pays the balance of the premium, which varies according to the age of the employee. At age 25 the city pays about 3 cents per thousand per month, while for an employee of age 73 the city pays about \$12 per thousand per month. To date the Travelers' Insurance Company has paid two death claims of employees insured under the group insurance plan, one claim being for \$1000 and the other for \$2000.

Should any employee leave the service of the city, he is entitled to be insured in a like amount by the company upon paying the additional premiums required. In addition the

policy provides that in case of such reinsurance, physical examination will be waived. This provision is of great benefit to many city employees.

The operation of the group insurance plan requires some clerical work and office equipment, but in this the city has been aided by the insurance carrier.

Courts which have been called upon to construe the legality of the expenditure of public moneys for group insurance have sustained such expenditures upon the ground that such plans of insurance offered to employees make for more efficient work and stabilized labor turnover and added inducement for prospective employees. In other words, such plans lead to continuance and better working conditions. The city of Palo Alto is pleased with the plan and anticipates that a larger percentage of eligible employees will take out group insurance each successive year.

## **HEALDSBURG PLANS UNIFORM TRAFFIC CODE**

Healdsburg plans to join the long list of California cities regulating vehicular and pedestrian movements by the provisions of the uniform traffic ordinance. The code was recommended to the Healdsburg city council by the California State Automobile Association, sponsor of this measure, which has been adopted by eighty-seven cities in the state.

# Willamette River Pollution Studied

A REPORT concerning the studies of the condition of the Willamette (Oregon) river pollution, made by H. B. Hommon, Sanitary Engineer of the United States Public Health Service, has been submitted by City Engineer O. Laurgaard of the City of Portland, to Commissioner A. L. Barbur of the Department of Public Works of that city.

The report follows:

Acting upon a communication from Mayor Baker to the United States Government, suggesting that a study be made of river pollution, H. B. Hommon, Sanitary Engineer of the United States Public Health Service and a nationally known authority upon sanitary matters, was detailed to make a study of the problem in this vicinity, and in February, 1926, filed a report with this office setting forth his recommendations as to the modus operandi to be followed in taking river samples and of analyzing these samples for the purpose of determining the percentage of dissolved oxygen as well as the bacteria content.

## Testing Started in 1926

Mr. Hommon and his assistant designed and built apparatus for taking samples from the river at various depths. The testing was begun on July 20, 1926, and has continued to January 10, 1929, samples being collected at fourteen-day intervals. The collection of samples has been taken care of by this office, and samples have been turned over to the Health Bureau for analysis. During this period this office has consulted with Mr. Hommon on several occasions, transmitting the results of the tests to him for his information and comment. Some changes have been made in the method of testing the samples in accordance with his recommendations. The primary object of these studies of river pollution is to determine whether or not the water contains a sufficient percentage of dissolved oxygen to properly sustain fish life in the river, and to discover the extent of contamination on account of bacteria present which may cause a detrimental effect upon the health of persons in the vicinity of the river or those using the river for recreational purposes.

Samples are taken at seven stations. In each case the sample is



O. LAURGAARD  
City Engineer, City of Portland

taken in the center of the channel and at a depth of five feet and at the bottom of the river which is generally from thirty to thirty-five feet deep.

The sampling apparatus was designed by the United States Bureau of Public Health. It consists of a rectangular tank with three eight-ounce bottles connected with it. The apparatus is lowered to the desired depth by means of a rubber hose reinforced with wire. A valve is then opened at the upper end of the hose which permits the water to pass through the bottles and into the tank. When the tank and bottles are filled they are raised into the boat and packed into an insulated box so as to preserve the sample at its original temperature. These samples are taken to the laboratory as soon as possible (usually within two hours) and tested for dissolved oxygen and bacteria count. The oxygen demand is determined after five days and is taken as 80 per cent of the total demand.

The standard methods of water analysis approved by the American Public Health Association are used in testing these samples in the laboratory of the City Health Bureau.

## Putrefactive Decomposition

It has been found that nuisance results from putrefactive decomposition of organic matter; that is, decomposition produces substances which consume dissolved oxygen after which consumption odors are present and a general nuisance is created. The depletion of oxygen in streams causes the death of fish or other animal life by suffocation. The consumption of oxygen by sewage deposited in streams is called the bio-chemical oxygen demand. The

extent of this oxygen demand is determined by laboratory tests. Normally aerated water such as is used for domestic purposes contains dissolved oxygen in the proportion of about ten parts per million. Water containing more than ten parts per million is considered super-saturated with oxygen. The accepted standard for the proper maintenance of fish life in streams is not less than three parts per million of dissolved oxygen. The results of our tests show that during the low water stage of the Willamette River in September and October the percentage of dissolved oxygen has been less than the accepted standard of three parts per million. The stations along the river at which samples were taken are as follows: (1) Sellwood Bridge; (2) Ross Island Bridge; (3) Burnside Bridge; (4) Portland Flouring Mills; (5) S. P. & S. Bridge; (6) Municipal Terminal No. 4.

## Seasonal Oxygen

In September, 1927, during low water in the river, the percentage of oxygen present in the samples taken was less than three parts per million at the four lower stations, namely, Burnside Bridge, Portland Flouring Mills, S. P. & S. Bridge, and Municipal Terminal No. 4. In September and October, 1928, the same conditions were present except that the period was longer, extending as much as two months at the lower stations above mentioned. It may be stated that freshly discharged sewage contains a considerable proportion of oxygen and that oxygen is not drawn from the river water until decomposition begins some time after the discharge into the river. The bacteria present in the water are determined by standard methods in use by biologists and results to be drawn from these results are not possible of absolute interpretation unless the period of sampling extends for a considerable time.

## River Is Polluted

A comparison of the samples taken at Sellwood before the sewage from Portland enters the river with samples taken from the Columbia River just above the mouth of the Willamette River shows that the Willamette is quite badly polluted before it enters Portland.

In compliance with your request this office addressed letters to Corvallis, Eugene, Oregon City, Albany

and Salem, cities adjacent to the Willamette River, requesting information concerning studies made by them of the extent of pollution. The City Engineer of Corvallis reported that he had not yet made any tests, but that he had taken the matter up with the City Council and the Chemical Department of Oregon State College, and that plans were being made so that analyses of the water could be made at some future time. The City Engineer of Eugene reported that they had made no recent tests and that none were contemplated. The City Manager of Oregon City reported that no tests had been made, neither were any contemplated. The City Engineer of Albany reported likewise that no tests had been made, and that they were not contemplating any tests in the future. We have not yet received a reply from the City of Salem.

#### River Flow Dilutes Sewage

In conclusion I may say that a study of the data submitted herewith shows conclusively that except for a period of approximately two months each year that the Willam-

ette River flow is of an amount sufficient to dilute the sewage so that there is no detrimental effect upon fish life although the water is probably not sufficiently pure to justify the use of the river for recreational purposes. During the two months of the year when the water is low and the sewage is diluted to a lesser extent, it appears that fish life is endangered. Tests made of the water in the Columbia River have shown that the percentage of dissolved oxygen is well over ten parts per million, no doubt on account of the rapids in the river, the swift current and great volume. The Willamette River near Portland is affected to a certain extent by the tides and sewage deposited no doubt becomes stagnant and uses up the oxygen available during the process of decomposition, especially during low water periods. I would also state that it does not appear that there is any immediate hazard existing to the health of the population of the City of Portland on account of sewers having their outfalls extending into the Willamette River especially

since Portland does not use the river water for domestic purposes.

#### Stream Pollution Varies

Mr. Hommon in his report of February, 1926, states that experience in other cities shows that where the flow of water is less than 3.5 second feet for each 1000 of population contributing sewage to a stream, that objectionable conditions will result and that in sluggish streams already somewhat polluted the quantity required for proper dilution may be from 7 to 10 second feet for each 1000 of population. It is estimated that the population contributing sewage to the Willamette River is 320,000 and the minimum flow in the river is 4000 second feet. This gives a flow of 12.5 second feet for each 1000 population, which is considerably above the figure taken as the point where conditions become objectionable. It appears then that the flow of the river is sufficient to prevent obnoxious conditions at present. The sustenance of fish life is, however, a function of the dissolved oxygen present in the water.

### NOTED ENGINEER NAMED BRIDGE MANAGER

**A**LAN MACDONALD, member of the contracting and engineering firm of MacDonald & Kahn of San Francisco, on April 10 was named manager of the Golden Gate Bridge and Highway district at a meeting of district directors and members of the Board of Supervisors in the City Hall.

MacDonald's name formally was presented to the body by Supervisor William P. Stanton. The nomination was seconded by Congressman Richard J. Welch.

MacDonald will make surveys, soundings and plans for the 4000-foot span across the Golden Gate and Fort Point to Lime Point.

#### To Prepare Budget

The new finance committee was instructed to prepare the budget for the preliminary work on the bridge, including organization of the district. Congressman Welch and William P. Filmer were authorized to consult with New York prominent engineering and legal firms and report to the board of directors.

The finance committee announced that the budget estimates must be prepared by June 15 and submitted to the counties in the district for inclusion in the next tax rate.

The committees named were:

Finance—R. H. Trumbull, Carl Henry and J. A. McMinn.

Seal—Henry Westbrook, Supervisor William P. Stanton and Thomas Maxwell.



ALAN MACDONALD

Auditing—Supervisor Warren Shannon, F. P. Doyle and A. R. O'Brien.

The directors drew lots for the two and four-year terms, with the following results:

Four-year term—Henry Westbrook, Del Norte County; R. H. Trumbull, Marin County; Thomas Maxwell, Napa County; Supervisor Warren Shannon, San Francisco;

Frank P. Doyle, Sonoma County, and director to fill vacancy.

Two-year term—A. R. O'Brien, Mendocino County; Supervisor William P. Stanton, Congressman R. J. Welch, San Francisco; J. A. Minn, Sonoma County; William P. Filmer and Carl Henry, San Francisco.

San Francisco is entitled to six directors, but has only five because of the resignation of Supervisor Frank R. Havenner.

Supervisor Stanton stated that the cost of the preliminary surveys and test borings for the pier and foundations will be relatively small. "Ralph Modjeski estimates that the cost of the preliminary work will be far less than even the estimates," said Stanton.

#### APPRECIATED COURTESY

Paul E. Kressly, Consulting Engineer, Los Angeles, California. — Please accept our thanks in forwarding the list of city officials for the various cities of the State of California.

The list contains much valuable information for us, and we appreciate the effort and time you have given to this work in order to get it out in such a complete list.

# Van Norman Heads Los Angeles Water-Power Unified Department

By ORLANDO NORTHCUTT

THIS is the day of the doer of deeds. We must have thinkers but thinkers who act simultaneously with their thoughts.

Such a man is H. A. Van Norman, general manager and chief engineer of the reorganized, unified Los Angeles Department of Water and Power.

Van Norman is a doer. He has been known in the quarter century of his engineering career as "the man who gets things done."

When the Los Angeles Board of Water and Power Commissioners decided to weld the Bureau of Water Works and Supply and the Bureau of Power and Light into the unified Department of Water and Power, the logical choice for chief executive was H. A. Van Norman.

## An Engineer of Ability

The board said its careful investigation led to the conviction that Van Norman is "an engineer of recognized ability and broad experience in hydraulic and electrical engineering and economics of water and electrical utilities, and fully competent to fulfill the duties of said position."

The competence of Van Norman grows out of the fact that he was "tried by fire." A survey of his engineering career in the City of Los Angeles reveals a long list of physical handicaps overcome, victories against the seemingly insurmountable barrier of time, completion of tasks fraught with discouraging and bewildering obstacles.

Van Norman is physically as large as the jobs he has tackled. He has a mind as agile as he is big. In short, his mind is proportioned to his stature and chest measurement. He is of the same rugged disposition and equipment as his former chief, William Mulholland.

Before Van Norman was out of his twenties he was picked by Mulholland to help with the gigantic aqueduct construction. Upon his completion of hydro-electric plants in Owens Valley to supply water to build the aqueduct, he was placed in charge of the Owens Valley division of the aqueduct construction.

From the Owens Valley the young engineer was moved to Mojave in charge of the work there. Then he supervised the building of the im-

KNOWN to his associates as "the man who gets things done," H. A. Van Norman, the subject of this sketch, is one of the outstanding engineers in the nation. Before he was out of his twenties Van Norman was selected by former City Engineer William Mulholland of Los Angeles to help with that city's gigantic aqueduct construction. After a board of eastern engineers estimated it would cost Los Angeles \$12,000,000 to construct the north outfall sewer, sixteen miles long and including one mile of 84-inch concrete pipe to be laid on the bed of the ocean, Van Norman ran rough shod over technicalities that usually impede progress in such work and tore through the maze of red tape as though it never existed, says Mr. Northcutt. He finished the work two years ahead of schedule. More startling than the saving of time, Van Norman completed the sewer for \$7,000,000, a clear-cut saving to the taxpayers of \$5,000,000.

portant Antelope, Pine Tree, Jawbone, and Sand Canyon Steel inverted siphons.

## Won National Fame

He was placed in charge of the maintenance and operation of the aqueduct when it was completed in 1913. He continued in that capacity for ten years when he was called to a service of the city which brought him national fame in engineering circles.

In 1923 the Board of Public Works "borrowed" Van Norman to assume the monumental task of designing and constructing the north outfall sewer sixteen miles long and including one mile of 84-inch concrete pipe to be laid on the bed of the ocean.

National attention was turned to the many difficulties overcome, especially in the ocean phase of the work. A board of eastern engineers had estimated the work would cost

\$12,000,000. A bond issue was voted for that sum.

With his usual celerity Van Norman tackled the job. He ran rough shod over technicalities which usually impede progress in such work and tore through the maze of red tape as though it never existed. He finished the work two years ahead of schedule. More startling than the saving of time, he completed the sewer for \$7,000,000, a clear-cut saving to the taxpayers of \$5,000,000.

In recognition of his noble work the city made him City Engineer. He was soon recalled, however, by his parent the Department of Water and Power, as assistant to Mulholland. Last winter he succeeded the venerable Mulholland as chief engineer and general manager of water works and supply.

## Averted Water Shortage

Los Angeles has probably never awakened to a realization of its proximity to a water crisis in 1926. Several serious breaks in the aqueduct occurred when the water storage reservoirs of the city were being taxed owing to a series of very dry years.

With his usual dauntless spirit Van Norman ordered a crew of men to work day and night. Even the most optimistic did not believe the repairs could be made under twenty days. The plucky engineer patched the break in twelve days. Two days more and the city would have gone on water rations.

After a quarter of a century of doing things "right now," it has become habitual for Van Norman to face problems that would frighten a man of less fortitude.

He assumed charge of the Department of Water and Power as general manager and chief engineer of the unified organization which eliminates the bureaus of power and light and water works and supply, bringing them under one executive supervision, fully aware of the major problems he must solve.

## Big Problems to Solve

The immediate needs which he must fulfill are:

First: Development of water and power supplies sufficient to tide the city over a period of from ten to fif-

teen years or until the Colorado River water and power has been made available through construction of the Boulder Dam and the Colorado River aqueduct, and

Second: Colorado River water and power for Los Angeles.

The first problem is immediate. The Owens River aqueduct is capable of carrying 400 second feet of water, enough, together with local supplies to care for 2,000,000 people. The present population of Los Angeles is 1,300,000 and the city is growing rapidly. Every indication points to a city of 2,000,000 people in the ten to fifteen-year period allotted to.

It has been demonstrated that the water flow available from the Sierra Nevada has not been as reliable as for many years the records indicated it would be. Therefore, it is necessary to develop every possible reserve in the Owens Valley basin and possibly develop the water sources north of Owens Valley proper. In this way the city expects to tide over the period before Colorado River water is made available.

In connection with the supply of water to the city, it is pointed out also that the City must construct large additional water storage reservoirs in the vicinity of Los Angeles. Department engineers report it is necessary to provide 60,000 acre feet additional storage, more than double the amount now available near the city.

### 3200 Miles of Water Mains

Los Angeles now has a distributing system comprising 3200 miles of distributing mains. This is second only to New York City and is 400 miles more than Chicago and 600 miles greater than Philadelphia. Despite the heavy cost of distributing water to this widely scattered area, Los Angeles has maintained a maximum rate of but 13 cents a cubic foot. A report of the American Water Works Association shows the average maximum rate in 183 major cities in the United States is 18 cents.

In addition to the great mileage Los Angeles has a very pronounced pumping problem, lifting water to elevations varying from sea level to 1400 feet above sea level. Nine zones of distribution (based on elevation) are necessary. In some instances the water must be raised in three different lifts; in places it is pumped as high as 900 feet.

The pumping adds to the cost of service and, naturally, affects fire pressure. But so successfully has this situation been met that the Na-



Hurdilo Photo

**H. A. VAN NORMAN**  
*General Manager and Chief Engineer,  
Los Angeles Department of Water  
and Power*

tional Board of Fire Underwriters has found the pressure situation so improved as to warrant a material reduction in the fire insurance rates. This means a saving of many millions of dollars in premiums.

The second great problem to be met under Van Norman's regime: Colorado River water and power for Los Angeles.

Colorado River water will be brought through the medium of the Metropolitan Water District. The Metropolitan Water District is composed of Los Angeles, Beverly Hills, Burbank, Glendale, Pasadena, Santa Monica, San Marino, Santa Ana, Anaheim, San Bernardino and Colton.

Los Angeles will bear 82 per cent of the cost of building an aqueduct to bring water to the eleven cities. The cost is pro rated on the basis of the assessed valuation of the individual cities to be served.

### Aqueduct Cost Tremendous

The Colorado River aqueduct will be somewhat larger than the 250-mile Owens River aqueduct and will cost between \$150,000,000 and \$200,000,000.

The Colorado River aqueduct and the Boulder Dam are distinctly separate projects, though they are closely related. The Boulder Dam must be constructed in order to regulate the flow of the Colorado River water and to desilt the river. The dam will be built by the United States Government.

The dam will hold water capable of generating a peak load of 1,000,000 horsepower of hydro-electricity or a continuous flow of energy amounting to 600,000 horsepower. Los Angeles expects to receive its

fair share of this energy to meet the growing industrial and domestic requirements.

The bringing in of Los Angeles' share of Boulder Dam power will constitute a major engineering task.

### Heinze is a "Doer"

As right hand man to Van Norman, the Board of Water and Power Commissioners of Los Angeles selected another "doer." Carl A. Heinze was chosen assistant general manager and chief engineer. His mental processes synchronize perfectly with those of his chief.

A task is set down before Carl Heinze and in the twinkling of an eye it is done. He started with the Department of Water and Power twenty years ago. He worked first as an electrician. Rapidly he rose to the position of engineer in charge of distribution. He took over the designing of the municipal electric distributing system in Los Angeles. In July, 1928, he was made assistant chief electrical engineer of the system.

He served his country overseas and rose to the rank of major of engineers. His service took him to the front where he was under fire.

E. F. Scattergood, who was retained by the city in 1909 to develop the hydro-electric system, is chief electrical engineer under Van Norman. Frank E. Weymouth is chief hydraulic engineer.

Weymouth is a newcomer to the department. He enjoys an international reputation as one of the foremost engineers in America. As head of the U. S. Reclamation Service he designed the Boulder Dam and his plan will be used in the construction of the dam. He will be active in Boulder Dam and other problems of the city. He has frequently been called by other nations in a consulting capacity on difficult hydraulic questions.

With the resignation of Ely C. Hutchinson as its president, the Pelton Water Wheel Company, 2929 Nineteenth Street, San Francisco, through its board of directors, has announced the election and appointment of the following officers and executives, all of whom have been associated with the company for many years: H. Birchard Taylor, chairman of the board; E. M. Breed, president; Ross L. Mahon, vice-president and general manager; William M. Moody, vice-president and engineering consultant; H. M. Lee, secretary and treasurer, and C. V. Foulds, manager of engineering and operation.

## ELDON S. CLARK HEADS NEW CONSULTING SERVICE DEPARTMENT

**A** NEW service recently has been inaugurated by the Michigan Valve and Foundry Company, whereby technical advice is made available to those in charge of projects involving water supply and distribution, drainage and sewage works, particularly where piping is an important factor.

The administration of this service has been turned over to Eldon S. Clark, a well-known engineer who has been associated with many important projects throughout the East.

Clark, a graduate of Massachusetts Institute of Technology, has served with Barrows & Breed on the construction of hydraulic and railroad projects. Later he became allied with Stone & Webster as designer and assistant engineer on power plant work and industrial building construction. This work with Stone & Webster covered a period of five years.

### With Metcalf & Eddy

For eight years Mr. Clark served with Metcalf & Eddy as assistant engineer, engaged chiefly in water supply and sewage disposal work. This service was quite comprehensive and included both design and



ELDON S. CLARK

layout of systems as well as supervision of actual construction in the field.

A few of the representative projects with which Mr. Clark has been connected in an engineering capacity are:

The addition to the distribution system at Waterville, Me.

The design and construction of an additional source of water supply

for Plattsburgh, N. Y., including a large earth dam and connecting works.

The supervision of construction for an extensive housing development at Hopedale, Mass., which included water supply, drainage and sewage disposal works.

The design and supervision of construction for additions to distribution system at Quincy, Mass., which included additional storage capacity and pressure regulation.

The same type of work at Revere, Mass.

The investigation of the adequacy of the water supply and the requirements for distribution to districts not formerly supplied, at Concord, N. H.

In a consulting capacity on the construction of the large earth dam now being built at Johnstown, Pa.

Clark is affiliated with the American Society of Civil Engineers and the Boston Society of Civil Engineers.

It is Clark's intention to cooperate closely with both municipal and industrial engineers in supplying needed information in both design and construction of work under their jurisdiction. Requests for this service may be made directly to Clark in care of the Michigan Valve and Foundry Company, 3631 Parkinson Avenue, Detroit.

## Statement of the Ownership, Management, Circulation, etc., Required by Act of Congress of August 24, 1912

Of Pacific Municipalities, published monthly at San Francisco, California, April 1, 1929.

State of California, County of San Francisco, ss. Before me, a Notary Public, in and for the State and County aforesaid, personally appeared Philip P. Levy, who, having been duly sworn according to law, deposes and says that he is the business manager of the Pacific Municipalities, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc. of the aforesaid publication for the date shown in the above caption, required by Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to-wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Pacific Municipalities, Publishing Co., 1095 Market St., San Francisco, Calif.; Editor, Herbert B. Gee, San Francisco, Calif.; Managing Editor, Geo. H. Allen, San Francisco, Calif.; Business Manager, Philip P. Levy, San Francisco, Calif.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of each individual owner, or holding one percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given.) Owners, H. A. Mason, Chancery Building, San Francisco; Wm. J. Locke, Chancery Building, San Francisco.

3. That the known stockholders, owners, and security holders of this form or holding 1 percent or more of total amount of bonds, mortgages, or securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where

the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is not required. (This information is required from daily publications only.)

PHILIP P. LEVY,

Business Manager.

Sworn to and subscribed before me this 2nd day of April, 1929.

(SEAL)

JAMES S. MULVEY,

Seal Commissioner of the City and County of San Francisco, State of California.

The "aviation dance" given recently by James McDermott post of the American Legion, at Tracy, California, was a social and financial success, according to committee reports. Approximately \$300 was raised. This money will be used to do some preliminary work on the airport site.

## BELVEDERE HEALTH CENTER DEDICATED

The new Belvedere Health Center at Belvedere Gardens in Los Angeles County was dedicated, with appropriate ceremony, on April 16, Lieutenant Governor H. L. Carnahan and Dr. Walter M. Dickie, Director of the State Department of Public Health, represented Gov. C. C. Young, and Dr. J. L. Pomeroy, Health Officer of Los Angeles County, presided. The construction of this building, which will be devoted to public health activities, marks the solution of many aggravating problems in this congested district of Los Angeles County. It forms an essential link in the chain of health centers which Dr. Pomeroy is establishing throughout his district.

## NEW HEALTH OFFICER AT SAN JACINTO

Miss Helen Cass, a public health nurse, has been appointed city health officer of San Jacinto in Riverside County. She succeeds Miss Beaunes Anderson, also a public health nurse.

## FLYERS SEEK STEPHENS' PROMOTION

AS A tribute to his ability properly to administer the affairs of the superintendent's office at San Francisco's municipal airport at Mills Field, twenty-eight airmen, constituting the entire membership of the Pilots and Operators' Association of Mills Field, have recommended to the Airport Committee of the Board of Supervisors that Bartlett Stephens, acting superintendent, be given permanent appointment to that post.

Stephens, for the last two years, was assistant to Frank Flynn, superintendent, who recently resigned.

Stephens was born in Santa Clara. He attended the Lick School of Mechanical Arts and later graduated from the A to Zed Preparatory School in Berkeley, having specialized in mathematics. His first employment was on power construction lines in the mountains, where he remained several years. He resigned to make a voyage around the world as a cadet on a passenger liner.

While still in high school Stephens, at 16, earned his credits for mechanics by putting in all his spare time under the tutelage of

Captain Eddie Rickenbacker, who was operating the Durant Flying Field. Immediately on his return from the trip around the world,



BARTLETT STEPHENS

Stephens followed up his chosen profession of aviation and went to the Ryan Air Field at San Diego, where he took an intensive course in flying and in aero engine mechanics. Upon finishing there he returned to San Francisco and was elected assistant superintendent of Mills Field.

Stephens not only holds the highest license issued by the United

States Department of Commerce, that of a transport pilot, but also is licensed as both an aero engine and aeroplane mechanic. He is a member of the National Air Pilots' Association, National Aeronautical Association and the Quiet Birdmen. He is a member of San Francisco Lodge No. 3, B. P. O. E. He makes his home at the Elks' Club.

Several months ago Stephens was one of those commended by the Board of Supervisors for heroism in attempting to rescue two flyers who were marooned in the air with a broken landing gear. On that occasion he rode on the wing of another plane a half mile in the air in a stiff gale, having held on to the struts with one hand and holding a parachute in the other, ready to pass it to the distressed flyers below if they were compelled to make a jump.

Eureka's newest charter amendment, providing for the election of councilmen-at-large, has become a law, formally entered on the State Statutes, according to a copy received there by City Clerk A. Walter Kildale.



## Eliminate Stagnant Water

Where borrow pits exist, there is a collection of water each rainy season that soon becomes stagnant. Here mosquitoes breed and foul odors arise.

Low-lying roads, streets and borrow pits are economically and efficiently drained by the use of

### Calco Automatic Drainage Gates

Connected to lengths of Armco Corrugated Pipe placed through the embankment of the canal, river or other drainage outlet, they give long years of faithful service.

*"They Never Forget"*

## California Corrugated Culvert Co.

WEST BERKELEY

LOS ANGELES



## THE OLD LOVE AND THE NEW

**D**URING the past month a number of municipal elections have been held with the usual results. Some of the city's "old guard" have been canned and in their places are new men who will be placed on trial. I feel like congratulating both the losers and the winners; the former because now they will have a chance to attend to their own business and will be freed from a lot of petty annoyances and carping criticism. The winners are to be felicitated because they will be given a chance to demonstrate their worth as public servants. They may have some brand-new ideas that may be transformed into beneficial verities. It may be a stepping stone leading to larger and more elevated fields. The recent President of these United States started his political career as a city councilman.

### Don't Get Egotis

But let me utter a word of advice to the new boys. Don't get either too elated or inflated. Public office is not all skittles and near beer. There is more work than joy in serving the dear public. The reward lies in the joy you get out of the work—in the consciousness of being just and faithful. This comes from within and not from the plaudits of the multitude. It is these plaudits that cause the disease of inflation (*egotis*) that is fatal to a prolonged public career.

I once knew a sad case. A young man was elected to a city office with a big vote. He interpreted that to be a testimonial to his worth and supreme ability. He got real puffed up, thought himself to be quite a superior person. Naturally, he tried to line up to match his own conception of himself. He must make away the old town. Put in more sidewalks and cross walks, number the houses, plant shade trees, tear down the old fences, and so forth. And all with

# Station UNI,

*"Dad" Mason broadcasting*

an air! Behold me! Do you want to know how long he lasted? Until the next election. All the old mossbacks clubbed together and dug his political grave. How clearly I remember the incident. 'Twas many years ago. The poor fool is wiser now, because he's older. In fact, he's just my age. Take it from me, modesty is the best policy.

### What We Work For

Some statistician has figured it all out and announces that everyone has to work an hour a day just to pay taxes. Maybe it is true. Let's put it into the form of an equation, thus:

One hour a day equals:

Education for our children and neighbors' brats.

Playgrounds for 'em also.

Fire protection for home and place of business.

Police protection.

Traffic safety.

Books to read from the library.

Garbage disposal.

Don't have to throw the dish water in the back yard.

No cesspools to dig.

Fewer epidemics.

Street lights.

Sundry other things.

And we kick about it.

Now, I haven't the precise statistics at hand, but making a close guess here is another equation:

One hour a day equals:

Cheving gum.

Cigarettes.

Cosmetics.

Moonshine.

Other soft drinks.

Movies.

One-tenth of the bunk we pay for.

And not a kick about it.

### Wanted—The Law of Growth

At a meeting of scientists back east a short time ago a paper was read setting forth the results of investigating the growth of social institutions. The institutions studied were the commission form of government, the city manager plan, a state government and a typical modern city. Their growth and changes were compared with the changes

that occur in animals and the conclusion was that the study showed that the total changes of these four institutions could be designated as a growth tendency not unlike the growth principle of animals or organisms. The speaker declared that if such "laws of growth" could be established for social institutions it would be possible to predict and control their future development.

Speed the discovery of such a law, say I. We need it. The city planners need it mighty bad. No more guessing as to whether the old town is growing east, west or south, moving forward or backward; no more to rely on oracles and soothsayers. The law will settle it. Hail!

Moreover, the discovery of the law of growth and correlative decline of social institutions will enable us to tell just how long the city manager plan is going to exist on earth and what next, when the civil service system will come to a natural death, when we'll get proportioned representation, if ever, and when prohibition will be a popular success. All these things are worrying a lot of us, and worrying, they say, is a form of disease that leads to early death, though not as yet appearing in our morbidity statistics. Pass up the subject to the Health Department and get the state to appropriate the necessary sum for research so that they can discover the law of growth of social institutions.

### Puzzling Problem

Not so very long ago I read the mutterings of some half-witted cuss who was puzzled to understand just why it was that cities needed a set of broad and unobstructed highways, boulevards or arteries (call them what you will) so that the people in the congested districts could get out of their sardine-like confinement. He couldn't comprehend just why. He pointed to the fact that the big cities had built elevated railways, subways and more subways and that the congestion was worse than before. Because, this moron said, all those things made it so much easier for people from the outlying districts to get in, and the more that got in

the more there were to get out. The easier to get in the higher the buildings would go to accommodate them and the sky was the only limit. Hence and therefore, more and wider thoroughfares would only cause higher buildings and wouldn't solve the traffic problem by a long shot. After reading his drivel I became just as crazy as he.

The experience of Assessors convinces them that all men are liars. I told the truth once to one of them and he wouldn't believe me.

*It has been said:*

That the way to lower taxes is to spend less money;

That the public official who is always "explaining his position" soon finds that he has no position to explain;

That two boneheads are worse than one;

That a soft answer turneth away wrath.

## MUNICIPAL REPORTS

Annual Report of East Bay Municipal Utility District—Mokelumne River Project. Submitted to the board of directors by Arthur Powell Davis, chief engineer and general manager. Contains reports of the attorney, secretary, treasurer and accountant. The report is replete with illustrations and contains a historical sketch of the East Bay's Municipal Utility District organization, authorized in May, 1923, and follows the work of construction of that district to date. A supplemental pamphlet issued by the district tells the main facts of each part of the Mokelumne River Water Supply Project.

\* \* \*

The Solution of the Prison Labor Problem. A summary of excerpts from the proceedings of the Governors' conference 1923-28, and issued by the National Committee on Prisons and Prison Labor, New York, N. Y.

\* \* \*

Report of the Investigation of Paving and General Highway Conditions. By the Engineering Commission appointed by the National Paving Brick Manufacturers' Association. An interesting report of the general economic status of the urban and rural highway conditions of the country.

\* \* \*

Report of the Committee of American Engineering Council on Street Traffic Signs, Signals and Markings.

Contains valuable suggestions for the establishment of greater uniformity in the use of street traffic signs, signals and markings, that the traffic on city streets may be made both safer and more convenient.

\* \* \*

May Day Festival Book. Issued by the American Child Health Association, New York, N. Y. Seventy-six pages of delightful suggestions for celebrating one of childhood's happiest holidays.

\* \* \*

Orange County Health Department. The annual report for 1928 of Dr. K. H. Sutherland, Health Officer, Santa Ana. Shows that the county, among many other things, has been blessed with a comparatively low death rate, the average being 8.94 per 1000 population, as compared with 9.03 for the previous year.

\* \* \*

Auditor's Annual Report, City and County of San Francisco. The report contains 121 pages covering all financial transactions during the fiscal year 1927-28, and is the seventh statement issued under the new system of accounting installed in the municipality. The city's current revenues for the fiscal year ended June 30, 1928, totaled \$48,513,297.63. The current expenses for the same period totaled \$43,417,441.92. The report on financial transactions for the fiscal year 1911-12 shows demands audited and transfers amounting to \$25,818,241, while that for the fiscal year 1927-28 shows demands audited and transfers amounting to \$95,597,929.72.

\* \* \*

Twenty-sixth Annual Report of the Board of Civil Service Commissioners of Los Angeles, California. A concise report of the activities, problems and difficulties that gradually are being surmounted by the municipality's civil service commission.

\* \* \*

Annual Report of the Santa Cruz City Health Department. A brief report of the activities of the Health Department, compiled and submitted by Dr. Norman R. Sullivan, City Health Officer.

\* \* \*

Seventeenth Annual Report of the International Association of Dairy and Milk Inspectors. Compiled by Ivan C. Weld, Washington, D. C., and includes in its 312 pages papers read at the association's annual convention in Chicago, in October, 1928.

\* \* \*

Eleventh Annual Report of the City Manager, Alameda, California.

Aside from a comprehensive report of the city's activities during the last year, City Manager Clifton E. Hickok has included therein an excellent article on "What You Should Know About Your City Government." The article should be read and studied by city managers, generally.

\* \* \*

California Irrigation District Laws. Compiled by the Legislative Council. Outlines procedure for formation of first irrigation district in the state, organized under the "Wright Act" of 1887, and contains the many amendments and supplementary acts passed by the various Legislatures since then.

\* \* \*

The Control of Floods by Reservoirs. By Paul Bailey. An appendix to the summary report to the Legislature of 1927 on the water resources of California and a coordinated plan for their development. Issued by the Department of Public Works, Division of Engineering and Irrigation.

\* \* \*

Proceedings of the Fourteenth Annual Meeting of the Building Officials' Conference of America. Contains 179 pages of convention proceedings of interest to the building trades.

\* \* \*


Classification and Compensation Plans. A report by a section of the Civil Service Assembly of the United States and Canada and adopted by that body at its annual meeting in Denver, in September, 1928. Published jointly by the Civil Service Assembly of the United States and Canada and the Bureau of Public Personnel Administration, Mills Building, Washington, D. C. Price \$2.00.

\* \* \*

List of Inspected Burglary Protection Appliances. Lists appliances inspected for accident hazard, inspected automotive appliances, inspected electrical appliances, inspected gas, oil and miscellaneous appliances and inspected fire protection apparatus. Published by the National Board of Fire Underwriters, Chicago.

\* \* \*

Annual Report of the Public Schools, City and County of San Francisco. A report submitted by Joseph Marr Gwinn, Superintendent of Schools, showing that during the year nine new school buildings and additions were occupied and contracts awarded for three additional schools.



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

A JOINT conference between members of the executive committee and members of the legislative committee were held in the Oakland City Hall on Saturday, March 23, 1929, to fix the time for the next convention, discuss ideas for the program and consider pending legislation.

The meeting was called to order shortly after 10 o'clock a. m. by Louis Bartlett, former president of the League, while the executive secretary recorded the proceedings. The committee was waited upon by S. C. Wright, a San Francisco attorney, who appeared on behalf of Attorney John L. McNab to try to obtain approval of the conference to Senate Bill No. 648 and its companion bill A. B. 774. These bills are designed to provide a law which would expressly authorize cities and towns to acquire public utilities on the installment plan, or lease with the option of purchase, without incurring an indebtedness. Mr. Wright was followed by Judge Leonard, City Attorney of Santa Cruz, who stated, among other things, that his city was very much interested and would like to see the measure enacted into law.

## Favor Passage of Bills

Mr. Bidwell of the Sacramento City Council, a member of the legislative committee, suggested the scope of the measure be enlarged so as to cover utility districts and other public corporations. Another amendment limiting the time of such a lease to the life of the utility was suggested by Mr. Bartlett. Mr. Bowden, City Attorney of San Jose and a member of the legislative committee, was inclined to question the advisability of making a limitation; also, he thought the law might be amended so as to include parks, fire apparatus and other kinds of property besides public utilities. Mr. Locke, executive secretary of the League and chairman of the legislative committee, expressed the opin-

ion that it might invite more opposition to enlarge the scope of the measure, and thus jeopardize its passage. This idea was concurred in by Mr. Whitnall of Los Angeles, who said it would be safer not to take too big a bite at this time. It was then moved and seconded that the joint conference go on record as favoring the passage of the bills, and that the amendments suggested be referred to a sub-committee consisting of Judge Leonard, John L. McNab and the chairman.

## Amendment No. 2 Opposed

The next matter taken up for consideration was Assembly Constitutional Amendment No. 2, which, if approved, would subject municipally owned light and power systems to taxation. Attorney Cragin, representing the city of Los Angeles, reported that he was authoritatively informed that the measure would probably die in committee. However, the conference went on record as being unanimously opposed to the bill.

## Senate Bill No. 614

Mr. Bowden of San Jose then called attention to Senate Bill No. 614 relating to the filing of maps of new tracts or subdivisions of land, particularly with reference to the right to sell lots by metes and bounds instead of lot and block number. He said that, on the whole, the proposed new law was much better than the present map law, but that an effort should be made to retain the original provision prohibiting the sale of lots by metes and bounds. Mr. Whitnall, while agreeing with Mr. Bowden, thought it might jeopardize the whole bill if he insisted on the provision suggested. Furthermore he agreed with Mr. Bowden that the city authorities should have control over the location of streets in new subdivisions and that the penalty provisions in the latter part of the bill be struck out. A motion to that effect was then adopted without division and the matter of carrying out the will of the conference was then referred to the sub-committee in charge. Messrs. Malcolm, Bowden and Locke. The same sub-committee

was then instructed to consider certain suggestions of Mr. Bowden relative to S. B. 613.

At this juncture a long distance telephone message was received from President Bottorff in Sacramento expressing regret at his inability to be present and wishing the committee success with its work.

Before taking up any other matter a motion was seconded and carried that resolutions be sent to the Governor expressing the opinion of the conference with respect to Senate Bill No. 648 and Assembly Bill No. 774.

## Convention in October

The matter of fixing the time of the next convention was next taken up, and after discussion and due consideration it was finally decided upon motion of Mr. Charleville to open the convention on Monday, October 7. Dr. Browning, representing the department of public health, next took the floor and expressed some anxiety concerning the accommodations for his department in the Hotel Oakland, stating that the health nurses and other public health organizations were desirous of affiliation with his department which would augment the attendance by at least 200. He was followed by Frank Merritt, City Clerk of Oakland and former president of the League, who assured the doctor that the accommodations would be ample. Mr. Merritt then invited the conference to luncheon at the Hotel Oakland, where the business of the meeting could be continued and the hotel facilities inspected. Mr. Eddy, City Engineer of Berkeley, and member of the executive committee, at this juncture requested to know if a bill had been introduced providing for alternate specifications, and was informed that such a bill, introduced by Senator Hurley, was then pending before the senate committee.

## Pre-Convention Discussion

Continuing the conference at the luncheon, attention was called to the necessity of providing a better plan for voting on the next place of meeting, also for the consideration of resolutions, many complaints being

registered against the present practice in both matters. It was agreed, at the suggestion of Mr. Bryson of Long Beach, that several plans should be submitted to the next convention for its consideration. The conference then adjourned for inspection of the hotel, after which it was unanimously agreed that if meeting facilities and housing accommodations were a determining factor in the matter of success or failure, our next convention would break all records. In this connection it was confidently predicted by Major Klugel, City Manager of Sacramento, and also by Homer Buckley, Assistant City Attorney of Oakland, that the attendance would probably reach 1400.

### THE UNIFORM BUILDING CODE

All differences heretofore existing between the Pacific Coast Building Officials' Conference and the League have been ironed out and amicably adjusted on a basis whereby cities may obtain copies of the code at the rate of \$1 per copy, and without incurring any other obligation.

The code is a fine piece of work, and it gives the writer a great deal of pleasure and satisfaction in recommending it for adoption by all cities large and small. The code has received the written endorsement of R. W. Kearney, Attorney and Executive Officer of the State Housing Commission. A circular letter advising the adoption of the code, accompanied by a letter from the State Housing Commission, shortly will be sent out to all the cities in the state. Copies of the code may be secured by writing to J. E. Mackie, Secretary-Treasurer of the Pacific Coast Building Officials' Conference, 19 Pine Avenue, Long Beach, California.

### TRAFFIC SURVEY

Boy Scouts of Alameda, California, recently conducted a complete traffic survey as their good turn in aiding Alameda to solve its traffic problems.

Traffic at all points of entry was checked for fourteen hours by Alameda Boy Scouts under the supervision of the Civic Service Department, of which Colonel H. G. Mathewson is director. The work personally was supervised by Scout Executive A. R. Groenink. Several hundred Scouts participated.

## REPORT OF MEETING OF SAN DIEGO COUNTY LEAGUE



ALLEN H. WRIGHT  
President, San Diego County  
League of Municipalities

THE San Diego County League of Municipalities, comprising the cities of San Diego, Chula Vista, Coronado, El Cajon, Escondido, La Mesa and National City, met in its regular monthly meeting at the city of El Cajon on Friday, April 5. (The League meets at each city in turn, the representatives being the guests of the city at the place of meeting.) Dinner was served at 6:30 at the Knowles House, with roast turkey as the lure. During the dinner instrumental music was furnished by a trio from the Coronado High School Orchestra.

### President Wright Presides

After dinner the League was called to order by President Allen H. Wright, city of San Diego. The minutes were read by the secretary, Charles F. Richardson, city of El Cajon. The introduction of representatives and guests followed, and sixty-four responded.

A discussion followed re the matter of Senate Bill No. 652, providing for sewage research. Motion carried that the secretary be instructed to send a message to our Senators and Assemblymen asking them to vote for the bill, and to the Governor, urging him to sign the same when passed.

Discussion followed re the matter of San Diego County State Parks Commission and their request for an appropriation to apply toward the incidental expenses of said commission. On motion an amount of \$30 was ordered for the purpose.

### Our Secretary Is Honored

President Wright then turned the gavel over to Mayor William Stell, city of El Cajon, who then introduced the speaker of the evening, William J. Locke, executive secretary of the League of California Municipalities.

The speaker then followed with an illuminating and instructive address on certain bills pending in the Legislature relative to municipalities. This was followed by a number of questions from representatives which were simply and fully answered by the speaker. So well received was the efficient and well-known secretary that a motion to name him as our candidate for the next Governor was enthusiastically carried.

The invitation of Chula Vista was accepted as the place for the next meeting, Friday, May 3.

A hearty vote of thanks was extended the city of El Cajon for its hospitality.

### SAN FRANCISCO LOW IN AUTOMOBILE DEATHS

The United States Bureau of the Census reports that 7516 automobile deaths occurred in 78 large cities of the United States (100,000 population and over) during the year 1928. There were 7084 such deaths in the same cities during 1927. The automobile death rate per 100,000 population for these cities was 22.9 in 1928 and 21.9 in 1927, an increase of 5 per cent. Of the four large cities in California, San Francisco alone established an automobile death rate lower than a similar rate for all of the large cities. The rate for Los Angeles is not supplied by the census bureau, pending the establishment of a more satisfactory estimate of population. The following table

gives the automobile rates for large cities of California in 1927 and 1928:

Automobile	Rate per 100,000			
	Population			
Deaths—	1928	1927	1928	1927
Total (78 cities).....	7516	7084	22.9	21.9
Los Angeles .....	310	276	.....	.....
Oakland .....	75	54	27.5	20.3
San Diego .....	59	37	49.6	32.2
San Francisco .....	126	126	21.6	21.9

S. L. Bainbridge was elected Mayor of Chico at the first meeting of the City Council since the recent election. Councilmen-elect D. S. Westfall and E. L. Meyers were formally seated. At a meeting of the Chico Board of Education, Dr. H. D. March was elected president and Dr. J. O. Chiappella seated as the newly elected board member.

# League of Oregon Cities

By J. L. FRANZEN, *Executive Secretary*  
City Manager, Oregon City

THE question of stream pollution and sewage disposal is one that has received constant and careful thought and consideration from municipal executives and legislative representatives and others for the last several years.

With this in mind the executive board of the League of Oregon Cities, together with many city executives, accepted the invitation of the University of Oregon to attend the round-table discussion of the problems involved at a meeting held at Eugene, March 21 and 22.

The knotty problem of stream pollution was vigorously attacked by our representative, by engineers, and other experts from Oregon and the Northwest at the conference.

Several facts became at once apparent from the discussions of the fifty present. The most important were: The streams of Oregon, particularly the Willamette River, are polluted to the point of seriously endangering fish life; only one city in the state has an adequate sewage disposal plant; and some immediate means of coping with this situation should be devised at once.

## Danger to Public Health

Danger to public health from stream pollution was not believed to be serious at the present time, as all cities use chemicals to counteract impurities in their drinking supplies.



J. L. FRANZEN

A committee composed of Dr. Edwin T. Hodge, professor of geology at the University of Oregon, Chairman Dr. Frederick D. Stricker, head of the State Board of Health; Cassius R. Peck, Carl E. Green, Portland; Chris Schuebel, president League of Oregon Cities, Oregon City; Dr. O. F. Stafford, professor of chemistry at the university; and Percy A. Cupper of Salem brought in the following resolutions, which were adopted by the body:

1. The streams of Oregon constitute one of the state's greatest resources, furnishing an abundance of water easily made suitable for domestic, recreational and industrial purposes.

2. The preservation of the purity and beauty of Oregon's streams, as well as the rational utilization of such streams for industrial purposes, must now receive serious consideration if we are to retain one of the state's most valuable assets. The evidences of pollution, as presented in this conference, has shown that a detriment to the life and health of the people and to the food supply which is in our streams is now considerable, and with the increasing growth of our state the solution of the problem will become more difficult. All possible means should be employed to reduce pollution before it becomes a real menace. The question of pollution of streams in Oregon is a big problem, and its solution depends on intelligent, far-sighted and intensive investigation.

## Contamination Spreading

3. Nearly all cities of the state are dumping untreated sewage and industrial waste into the adjacent watercourses. Further, the increasing use of the upper reaches of our streams by campers, tourists, fishermen, and others is spreading the



Executive Committee and members of the League of Oregon Cities with members of the Stream Pollution Conference held at the University of Oregon, March 21 and 22, 1929

area of contamination over the entire drainage basins of these streams. Therefore, technical studies of the problem are of urgent concern to the welfare of the people.

4. The effectiveness of any plan for the relief or prevention of excessive pollution will involve (1) a thorough knowledge of the technical phases of sewage disposal; (2) an extensive educational program, and (3) a provision for adequate financing. Up to the present time all of the researches in stream pollution have been done independently. In the course of such work duplication is involved, time lost, and funds and facilities are not used to the best advantages. On the other hand, it is possible to accomplish, through cooperative efforts, a large amount of research work without duplication, with greater ease, more quickly and with more facility. In carrying out a piece of cooperative research work the problem should be divided into specific parts so that the work can be carried out in a systematic manner. It is desirable for engineers, chemists, bacteriologists, geologists, experts in municipal administration and other authorities on stream pollution to unite in some kind of organization for the advancement of knowledge of the various problems. Such a committee should consider the major problems in the field and by mutual agreement distribute the problems to each for solution.

#### Stream Pollution Investigation

5. Be it therefore resolved that a thorough investigation of stream pollution in Oregon should be instituted in the near future, and it is recommended that a committee be called by the State Board of Health for undertaking this work, this committee to be composed of two members appointed by the University of Oregon, two by the Oregon State Agricultural College, two by the League of Municipalities, and two by the various industries involved, and one each by the state fish and game commissions; this committee to consider a definite course of procedure in mapping out this investigation and to formulate and urge a state policy relative to the utilization of each stream to its highest and best purpose.

Among those present at the conference were: Chris Schuebel, City Attorney, Oregon City, Oregon, President League of Oregon Cities; A. A. Hall, City Attorney, Tillamook, Oregon, First Vice-president League of Oregon Cities; R. B. Hammond, Councilman, Medford, Oregon, Vice president League of



CHRIS SCHUEBEL  
President, League of Oregon Cities

Oregon Cities; Laura D. Harlow, Mayor, Troutdale, Oregon, Treasurer League of Oregon Cities; J. L. Franzen, City Manager, Oregon City, Oregon, Executive Secretary League of Oregon Cities; George H. Allen, General Manager Pacific Municipalities, San Francisco, California; William F. Dielschneider, member Water and Light Board, McMinnville, Oregon; Frank Fay Eddy, Publicity Director, Water Board, Eugene Oregon; R. E. Koon, Consulting Engineer, Portland, Oregon; C. A. McClain, Superintendent Water Board, Eugene, Oregon; F. W. Scheffel, City Superintendent, Medford, Oregon; Fred A. Williams, City Attorney, Salem, Oregon; O. Laurgaard, City Engineer, Portland, Oregon; W. Shink, member Water and Light Commission, McMinnville, Oregon; V. D. Scobert, member Water Board, Eugene, Oregon; J. W. McArthur, Supervising Engineer, Water Board, Eugene, Oregon; M. H. McGuire, Manager Water and Light Department, McMinnville, Oregon; Marion Vealch, member Water Board, Eugene, Oregon.

Following is the outline of the field of discussion:

- I. Geological and Geographical Aspects.
  - (a) What streams affected?
  - (b) Relation to volume of stream.
  - (c) Relation to speed of current.
  - (d) Relation to population.
- II. Evidences of Pollution.
  - (a) Water analyses.
  - (b) Fish, game.
  - (c) Fish, commercial.
  - (d) Examinations and reports.
- III. Factors Concerned.

- (a) Recreation and outdoor problems.
  - Forests, camping.
  - Streams, fishing.
  - Tourist camps, commercial.
- (b) Industrial wastes.
  - Paper mills
  - Tanneries.
  - Creameries.
- (c) Sewage disposal.
  - Auto camps.
  - Hop yard problems.
  - Municipal systems.
- IV. Practical Methods of Control.
  - (a) Education.
  - (b) Engineering.
  - (c) Policing.
- V. Legal Aspects.

List of organizations represented at the preliminary meeting of the conference on "Stream Pollution," University of Oregon, March 21-22, 1929:

League of Oregon Cities, Oregon State Game Commission, Oregon State Fish Commission, Multnomah Anglers and Hunters' Club, Oregon State Sportsmen's Association, City of Portland, Oregon State Health Department, Izaak Walton League, State Federation of Labor, State Engineer, State Attorney-General, State Association of Auto Camp Property, Anti-pollution League, Oregon Paper Mills, United States Hydrographic Engineer, State Lumbermen's Associations, State Canneries. Gas plants: Mountain State Power Company, Portland Gas and Coke. Oregon Packing plants. Professional Engineer of Oregon, J. C. Stevens, Portland. Portland Chamber of Commerce.

#### Crescent City Harbor Work Is Resumed

Work actually has started on continuation of the construction of the Crescent City harbor project which will extend the breakwater to the 3000-foot mark. This is only the start of the major project, which eventually will involve the expenditure of some \$14,000,000. Crescent City and Del Norte county people are happy in the thought that their good friends in the Rogue River valley played a big part in securing the appropriations for the harbor from the government.

A. H. Huggard, who recently exported the city's books, states that Vallejo spent \$130,151 last year for paving streets and alleys. He states that even with that amount spent the city treasury is in a healthy condition and that the water collections so far are \$20,000 over the estimate.

## CURRIE ENGINEERING CO.

(CALIFORNIA OFFICE)

### Consulting Engineers



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SAN FRANCISCO



### Engineers Select Asphaltic Concrete for Major Traffic Artery

Economy, Durability, Resiliency, Quietness and Safety are the advantages of Gilmore Roadamite Asphaltic Concrete. These advantages make it the choice of the West's foremost road engineers. It was selected for surfacing Beverly Boulevard, which it is estimated will be one of the heaviest travelled major arteries of Southern California.

Gilmore Oil and Asphalt Engineers are qualified to cooperate with you in planning the most economical and practical type of road construction suited to your needs and are at your service.

**Gilmore Oil Company**  
2413 East 28th Street  
Los Angeles

**GILMORE**  
*Roadamite*  
**ASPHALT**





# Recent Court Decisions,

COLLECTED and DIGESTED BY

*R.C. McAllister, City Attorney, Pasadena*

115. Mere knowledge of a fact regarding which formal notice is expressly required is not a substitute for such service.

Where a city charter requires written notice of the cause of the discharge of an employee to be served personally on the employee or left at his last known place of residence, verbal notice of discharge and mailing of a copy to his last known place of residence are insufficient. In such case the employee is not discharged and the existence of the right to a hearing after discharge does not preclude the issuance of a writ of mandate to compel reinstatement.

Mandate will not lie to force the payment of salary of a municipal employee where there are no allegations of compliance with charter provisions regulating the procedure for the allowance and payment of salaries and of claims and demands generally, and where the several departments and city officials whose duty it would be to comply with such provisions are not parties to the proceeding.

**Shannon v. City of Los Angeles**, 270 Pac. 682 (Sup. Ct. of Calif. Oct. 3, 1928).

116. A municipal corporation may not empty sewage and surface drainage into a creek and increase its flow so as to prevent a riparian owner from draining and reclaiming swamp lands adjoining the creek.

Dumping foul and polluted waters into the creek channel constituted a public nuisance and the plaintiff landowner was not required to minimize his damages by constructing a drainage canal through higher adjoining lands belonging to other persons.

**Miller v. City of Woodburn**, 270 P. 781 (Sup. Ct. of Ore. Oct. 1928).

117. The offices of tax collector and treasurer of an irrigation dis-

trict are separate and distinct though held by the same person. Sureties on the bonds of a tax collector are not responsible for his default as treasurer.

The sureties of a public officer are liable only for the amount actually misappropriated, not necessarily the amount shown by his books of account.

**Turlock Irr. Dist. v. Edwards**, 270 P. 936 (Sup. Ct. of Calif. Oct. 1928).

118. Where the resolution of intention excepted work already done to official line and grade, but the plans and specifications did not contain such a general exception but included estimates correctly showing the work to be done, there was not a fatal variance between the resolution and the plans and specifications.

**Hansen v. City of Santa Rosa**, 270 P. 1009 (3rd Dist. Ct. of Appeal, Calif. Sept., 1928).

119. In an action in eminent domain the trial court is without jurisdiction to increase the damages allowed by the jury.

**City and County of San Francisco v. Superior Ct.** 271 P. 121 (1st Dist. Ct. of Appeal, Calif. Oct. 1928, hearing denied by Sup. Ct. Dec., 1928).

120. Where a city clerk wrongfully and arbitrarily rejects certificates of signers of a recall petition, he may be compelled to certify to the sufficiency of the petition by writ of mandate.

**Hartsock v. Merritt**, 271 P. 381 (1st Dist. Ct. of Appeal, Nov., 1928).

121. Under statutes authorizing "any body politic or municipal organization" to complain to the Public Service Commission about utility rates and to be heard before the Commission when such rates are under consideration, and to invoke judicial review of the orders of the Commission, a city may maintain an action against the Commission to enjoin and set aside an order prescribing rates for the transportation of passengers on motor busses in the city.

**City of Wichita v. Hussey**, 271 Pac. 403 (Sup. Ct. of Kans. Nov. 1928).

122. The power to enact zoning ordinances is derived from the police power granted to cities by the state constitution and not from the enabling act of 1917.

The manner of enacting ordinances of a chartered city is a municipal affair within the meaning of Sections 6 and 8 of Article 11, of the California Constitution. Where a zoning ordinance was enacted as prescribed by charter it is not invalid because hearings were not held and reports made by the Planning Commission as prescribed by the Act of 1917.

Where an application is made for a building permit for an apartment house, but before it is issued the zoning ordinance is amended to prohibit the erection of such an apartment house in the district embracing the proposed site, mandamus will not lie to compel the issuance of the permit. No vested rights may interfere with a proper exercise of the police power.


**Brougher v. Bd. of Public Works**, 271 Pac. 487 (Sup. Ct. of Calif. Oct. 31, 1928).

123. Where an owner files a subdivision map for record showing streets, such streets are offered for dedication without an express declaration. Upon acceptance of the dedication by the public the dedication is complete and may not be revoked. Acceptance may be actual by formal acceptance by the proper authorities, or implied by public use for a sufficient length of time to evidence an intention to accept. In considering the extent of the use the situation of the property is to be considered.

Abutting owners have a special property right in the street entitling them to sue for damages or enjoin an obstruction thereto although such obstruction is also a public nuisance.

Statutory provisions giving public authorities control of trees along a highway are not applicable to a suit to prevent the maintenance and

(Turn to Page 182)



208-ft. River Crossing Tower on the Mocassin Creek Transmission Line of the Hetch Hetchy Water Supply, The City and County of San Francisco. A total of 507 towers were furnished by the Pacific Coast Steel Company for the complete installation of the line.

## PACIFIC COAST STEEL COMPANY

MANUFACTURERS OF

### OPEN HEARTH STEEL

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## RECENT COURT DECISIONS

(Continued from Page 180)

cultivation of trees in a highway as part of an orchard.

**Fitzgerald v. Smith**, 270 Pac. 507. (1st Dist. Ct. of Appeal, Calif. Oct. 26, 1928).

124. Salaries of regular officers of an irrigation district provided for by the Irrigation District Act are continuing obligations and are not preliminary expenses included in the limitation fixed by Section 61 of the Irrigation District Act.

Where a district was regularly organized and all necessary steps for the levying of assessments on the lands in the district were taken, the tax levy is valid and binding. The proceedings are not invalidated because warrants were outstanding for illegal expenditures.

Under Section 61 of the Act all obligations for organization expenses incurred after the limit thereby imposed had been reached are illegal and void.

**Wilbur v. Bd. of Directors**, 271 Pac. 514 (3rd. Dist. Ct. of Appeal, Calif. Oct. 26, 1928).

125. Demand of performance is ordinarily a condition precedent in mandamus, but is excused where petitioner is a state officer proceeding under a general statute without any private or personal interest in the subject matter, or where the attitude of respondent shows that a demand would have been futile.

In the absence of a constitutional restriction, the legislature has inherent power to provide for the care and maintenance of dependent classes of its citizens, to divide the state into political subdivisions and to place all or part of the burden of caring for dependent classes upon such political subdivisions.

Political Code, Sections 2192 and 2193, imposing upon counties liability for the support of persons committed to state homes, are not unconstitutional as violating Section 12, Art. 11 of the Constitution, prohibiting the Legislature from levying a tax for local purposes, nor Section 31 of Art. 4, prohibiting gifts of public property.

Matters of public record such as the regularity of commitments to a state institution may not be denied on information and belief. This rule is not altered because the pleader is a public officer.

**Jensen v. McCullough**, 271 Pac. 569 (1st Dist. Ct. of Appeal, Oct. 19, 1928. Hearing denied by Supreme Ct. Dec. 17, 1928).

## PORTIA



EVELYN FLINT

For the first time in the history of the California State Legislative Counsel Bureau a woman lawyer has been appointed a member of its staff.

Miss Evelyn Flint, of Berkeley, admitted to the bar only a few months ago, has won the coveted honor, according to announcement by Fred C. Wood, chief of the bureau, which advises State legislators as to the legality of proposed measures.

Miss Flint is 26 years old. She is credited with unusual legal equipment. She is the daughter of Mr. and Mrs. G. M. Flint, of Del Rey. She graduated from the Fowler High School and began her legal career as secretary to the late Justice Thomas J. Lennon. She later became secretary to Attorney Joseph McInerney, of San Francisco, and under his guidance prepared herself for the bar examinations she passed with signal honor in October.

Miss Flint is in Sacramento to advise senators and assemblymen on the prospective legislation affecting women and children of California.

## URGING CITIES TO MAKE USE OF WASTED SPACE

By E. E. DUFFY

In line with the elimination of waste in all forms of endeavor, as, for instance, the use of corn stalks in making paper, cities in the future must give more attention to the elimination of waste space.

Of the several conditions hampering cities, now that the automobile has complicated transportation problems, one of the most in need of corrective measures is the elimination of "Chinese walls," accumulated through the construction of retaining walls and fills by electric and steam railroads. It has long been the custom in elevating railroad tracks to build parallel retaining walls, filling in between them with

earth, with occasional openings at street intersections.

Traffic authorities point out that barriers formed by such construction are not in keeping with modern needs. Instances are cited to show that this space under the tracks can be utilized to the advantage of both railroads and the general public. Such space, frequently valued at \$250 or more per running foot, can be made available through simple and economical construction of supporting columns and deck.

Three uses for this space are apparent—business, parking and automobile traffic arteries.

In the Wilson Avenue section of Chicago space beneath the electric elevated lines has been successfully converted into business property. This improvement benefits both the railroads and the public.

An excellent example of the use of space that otherwise might be wasted is at the East Orange, N. J., station of a large railroad. Underneath the elevated tracks and near the station provision has been made for the parking of numerous cars.

Engineers point out that where four tracks are elevated, the ground space under the superstructure is about sixty feet wide. With the proper spacing of the supporting columns, at least three cars can be parked for each eight-foot length. The yearly income from this eight feet of land would be equivalent to the annual interest income from three or four thousand dollars, and in addition motorists would have a convenient place to park.

This sixty-foot width could also be utilized as a thoroughfare for automobiles, with room for two or three traffic lanes traveling in each direction. With traffic congestion in many cities costing almost unbelievable sums, it is entirely logical to expect cities and railroads to cooperate for such usage, traffic planners declare.

## FRESNO AIRPORT URGED

Immediate construction of the Chandler Airport at Fresno will be urged on the City Commission by Commissioner of Public Works, A. M. Jensen in a resolution asking that \$17,000 be transferred to a fund to put in shape the 100-acre site acquired recently as a gift from former State Senator and Mrs. W. F. Chandler. The land was deeded to the city and lies west of Fresno adjacent to the city limits. Estimates are that it will require nearly \$40,000 to put it in shape for airport purposes, but this work is to be spread over several years.

# OAKLAND

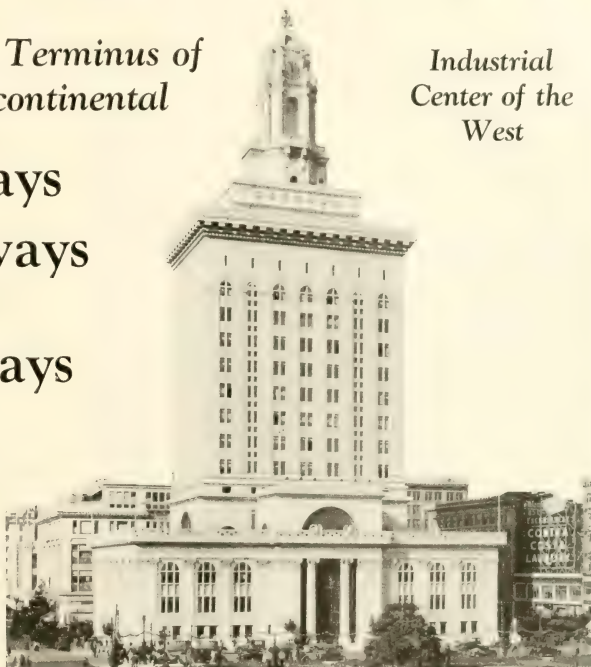
## QUEEN CITY OF THE AIR

*Western Terminus of  
Transcontinental*

*Industrial  
Center of the  
West*

**Airways  
Highways  
and  
Railways**

**Oakland as  
Host to the  
1929  
Convention**  
of the



**League of California Municipalities**  
*Invites You to Attend at*

# OAKLAND

**OCTOBER 7 to 11, 1929**

# Methods, Materials and Machinery

Up to the Minute News for the Busy Executive

## PORTLAND CEMENT ASS'N ISSUES BOOKLET ON CONCRETE BRIDGES

The Portland Cement Association, 33 West Grand Avenue, Chicago, has published an attractive and well illustrated booklet, "Concrete Bridges," for distribution among engineers, civic and town councils and chambers of commerce where bridge construction is under consideration.

The booklet presents a discussion of some of the principal requirements of bridges, and how these may be met economically and efficiently. Maintenance, economy and structural details of incidental parts as well as a plain discussion of the material "concrete" and the factors relative to its successful manufacture are among the subjects treated. The illustrations have been chosen to show the possibilities of concrete for bridges of any length or for single spans of from twenty to 300 feet and longer.

The Portland Cement Association further offers the benefit of the experience of its technical staff in problems having to do with the use of concrete. Address the nearest office of the association, or general headquarters, 33 West Grand Avenue, Chicago, for information and copies of the booklet, "Concrete Bridges."

## METERED GREASE DISPENSER

The "Western" Metered Grease and Oil Dispenser, formerly known as the O. B. Haley Measuring Grease and Oil Meter, is now manufactured and sold by Western Pipe and Steel Company of California under Haley patents.

The "Western" Metered Dispenser has been perfected after five years of arduous work, and is offered to buyers with the assurance that it does away with the troubles commonly encountered in lubricating.

Here, at last, is a high pressure lubricator that does not leak, that measures with absolute accuracy, and that will not blow off the hose

and waste grease. It is invaluable for garages, service stations, oil companies, manufacturing plants, or wherever high pressure lubricating equipment is needed.

Our meter holds the first certificate issued by the Department of Weights and Measures of the state of California. It is fully covered by patents and will measure accurately, under varying pressures, all grades of oils and greases, from the lightest motor oil to the heaviest transmission and differential greases.

The meter is made in two models. Model "A" is used for measuring transmission and differential greases and is marked in half-pounds and pounds. Model "B" is used for measuring motor oils and is marked in pints, quarts and gallons.



The meter may be purchased separately, and in large oiling and greasing establishments has proven itself a time-saver.

The "Western" dispenser is built to conform to requirements of the American Society of Mechanical Engineers and the California Industrial Accident Commission. Every tank is stamped either "A.S.M.E. Standard Pressure Vessel" or "California Standard Tank," and carries licensed manufacturer's number issued by the above authorities.

Any one of several types of high pressure boosters for greasing shackle bolts, etc., can be used with this dispenser.

## GALION AUTOMATIC PIVOTAL AXLE

The Galion Iron Works and Manufacturing Co., Galion, Ohio, announce the issuance of a patent on July 7, 1928, covering their automatic pivotal rear axle on Galion E-Z Lift Adjustable Leaning Wheel Graders, which is registered as U. S. Patent No. 1679803. It is claimed that this automatic pivotal axle takes care of certain forces on the rear end of the grader that heretofore have tended to cause the machine to slide sidewise in certain kinds of road work. It is also claimed automatically to prevent the ditch wheel from cutting and crowding into the bank and thus spoiling the ditch. The effect of this automatic action is to guide the wheel away from the bank, thus leaving a clean ditch, all of which is accomplished without any effort or attention on the part of the operator. The rear axle is attached to the main frame of the machine by two heavy parallel bars made of special cast steel. When adjusting the position of the rear axle in relation to the main frame, the rear end of the main frame of the machine swings on two heavy wings attached to and being a part of these parallel bars, thereby causing the line of draft to remain practically the same on the rear axle, regardless of the position to which the machine is adjusted.

These parallel bars are so attached and designed that as the machine is adjusted for work they cause the rear axle to be thrown automatically into a skew in the proper direction to overcome the offset pull load caused by the angle at which the blade is working, which, in connection with the leaning wheels to take care of the gravity load of the machine on the incline, entirely eliminates any tendency of side slipping or skidding.

The American Institute of Steel Construction, Inc., has announced that after April 1 the executive offices of the organization will be located in the Internal Combustion Building, 200 Madison Avenue, New York. The organization's engineering office is located at 1050 Leader Building, Cleveland, Ohio.

# A non-skid pavement ~every car in its own lane~ that's **SAFE** driving

**I**t's great to drive over a pavement like this. Plenty of room—two lanes each way—and an asphaltic concrete *non-skid* surface.

You have a safe feeling the second your car strikes it. It looks safe. It is safe—rain or shine.

It's pleasing to look at—non-glaring and smooth to drive over.

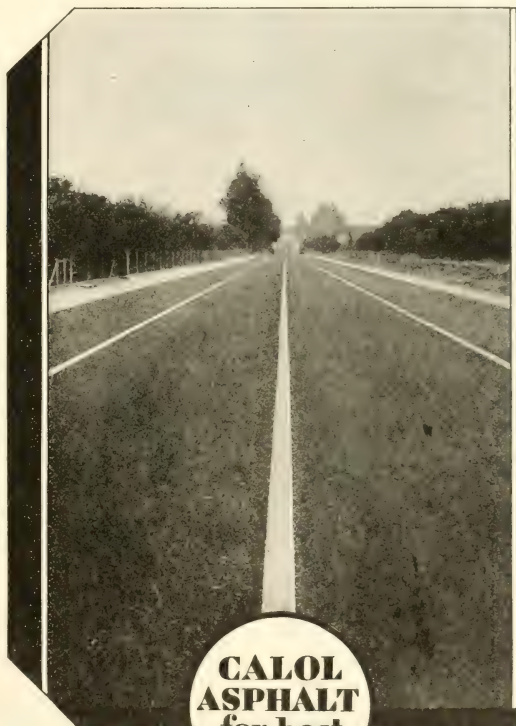
Asphaltic Concrete non-skid pavements were developed, and have been adopted as "standard", by the California State Highway Commission.

Scores of Asphaltic Concrete pavements have given from 15 to 20 years of service with little or no upkeep costs. Asphaltic Concrete pavements last!

Yet they cost no more to lay than other hard-surface pavements,—usually a little less.

It will pay you to investigate asphaltic concrete before you pave.

STANDARD OIL COMPANY OF CALIFORNIA



**CALOL  
ASPHALT  
for best  
results**

Foothill Boulevard,  
between Monrovia  
and Azusa, Calif.

# Asphaltic CONCRETE NON-SKID pavements

### Arterial Signs to Be Lighted

Arterial streets in San Francisco will soon be marked for night driving with illuminated signs flashing the word "Stop." These signs were designed by the road-signing department of the California State Automobile Association for conditions in San Francisco and have been installed at all intersections with main arterial streets.

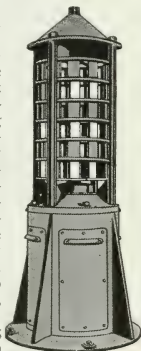
The traffic committee of the Board of Supervisors has recommended approval of an appropriation for lighting these flasher signs. The reverse side of each sign bears the names of the intersecting streets, which also will be illuminated.

### A NEW FIRE-ALARM SIGNAL DEVICE

In every municipality having a volunteer or part paid fire department, there should be some means of notifying the members of the existence and location of a fire. The public alarm which simply notifies

the firemen of the existence of the fire without pointing out its location is obsolete in modern fire department equipment. Today fire-fighting apparatus is motorized and many members of volunteer departments are equipped with automobiles. When a fire occurs, it is only necessary for a few men to go to the fire-house, enough to man the apparatus; the remainder can respond directly to the firemen their own machines.

A new device known as the Codewell has been designed by the Gamewell Company, Newton Upper Falls, Mass., for this purpose. It locates as well as gives the alarm. The Codewell has many advantages that are not available in a siren. First of all, it sounds a short, sharp, distinct code signal with a clear distinction between digits, numbers and rounds of the signal. It is built vertically to increase the carrying power of the sound, for, according to U. S. Government tests, sound is louder and travels farther at right angles to the shaft than parallel to it. The Code-



The new Gamewell Codewell Fire-Alarm Signal, without the Weather Hood

well is non-directional, giving forth sound equally in all directions. There are no shields or weather-hoods to cut off the sound. It is thoroughly waterproofed by means of a special covering which does not interfere with the sound, and it operates equally well in winter and in summer. The cover also excludes leaves and other foreign matter and prevents birds and insects from nesting in the mechanism.

The coding feature is accomplished not by mechanical brakes or reversing of the current but by raising and lowering the sound-producing rotors, which normally are out of the stator field. The motor runs continuously while the coding is being accomplished, and as the rotors rotate they are raised into the stator field as the signal demands, and after each blast they are lowered. The raising and lowering is accomplished by means of a method somewhat similar to the Bendix drive, and the rotors are cushioned by air and oil as they lift and drop back into place.

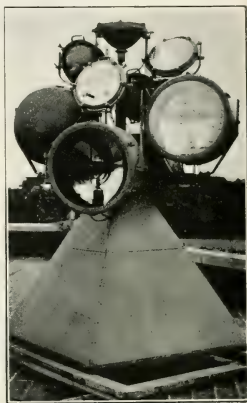
The sectional feature of the Codewell is an important one where the community is growing, which is the case with the majority of the communities throughout the country. It can be increased in size from 2-, 3-, to 5-horsepower so that it can take care of the requirements of any community for a number of years without its being necessary to discard all of the original investment. The Codewell can be operated automatically from a street signal station, automatically by means of a transmitter located in the fire-station or telephone exchange, or manually by pressing the test button on the control unit.

### SUPERBEACON FOR AIRPORTS

FOG, enemy of aviation, gives way to the powerful beam of light projected by a new form of airport beacon developed by the National Lamp Works of the General Electric Company and erected at the Cleveland Municipal Airport.

Incorporated in the design of this multi-light unit are several principles of lighting, each a distinct aid to night pilots. It provides a fan of light which, when rotated, reaches a pilot at any angle at which he may approach the field. One-half of this fan of light is white, and the other half red. The rotation produces alternate red and white flashes, enabling the aviator to distinguish the airport from brightly lighted parks, railroad yards, and streets.

The high intensity beams are projected by the lower, drum-shaped units, of which there are four—two red and two clear—identical in design with those used to mark airways. The upper units, set to project a less intense beam of light at higher angles, are standard narrow-beam flood light projectors.



Unique G-E Airport Beacon at Cleveland, Ohio, Airport

Pilots, airport engineers and airport operators have commented favorably upon the new beacon from the standpoint of fog penetration, long range visibility, and as an airport marker. With the increasing number of airports and because of the fact that on clear nights several may be within sight at a given time from a plane, the proper selection of colors for the several units will assist in ready identification of any landing area.

### THE LATEST IN TRAFFIC REGULATION

Detroit has a new plan for sidewalk zoning. Sidewalks on the chief shopping avenue are marked off into three lanes—one for northbound pedestrians, one for southbound, and an inside lane where window shoppers can loiter as much as they like. At street intersections painted footprints direct people into the right lane of traffic. The plan was first installed for the Christmas shopping season, and met with such success that it is to be adopted permanently. The experiment has resulted in greater ease and speed, as well as greater safety for bundles, purses and persons.

*Low Fares East*  
Effective May 22. Return limit Oct.  
31. Example of roundtrips to:  
Chicago \$90.30 New York \$151.70  
New Orleans \$89.30



## "Going to Sea by Rail"

*Crossing Great Salt Lake is only one of the many scenic adventures along the Overland Route to the East.*

Fifteen miles west of Ogden you actually "go to sea by rail"—over Southern Pacific's famous "cut-off" across the mighty Great Salt Lake.

For nearly 103 miles your "San Francisco Overland Limited" skims over this remarkable man-made pathway. The Wasatch Mountains of Utah rim this vast dead sea. The beauty of the great open spaces, the silence of the desert, the wheel of seagulls far from their native oceans, the strange play of sunsets, make the passage of Great Salt Lake one of the memorable events of your journey.

Near Promontory Point, where your Overland first reaches the west-

ern side of Great Salt Lake, frontier history has been made. Here, on May 10, 1869, the eastward—and westward—pushing lines of America's first transcontinental railroad met and linked the nation with a golden spike. That forever ended the day of the "covered wagon." The work of the intrepid pioneers was finished.

By means of Southern Pacific's four great routes, all of which follow pioneer pathways, you can see the heart of the historic West. Go one way, return another. Stopover anywhere. Only Southern Pacific offers choice of four routes.

Please send your name and address to F. S. McGinnis, 65 Market Street, San Francisco, for illustrated travel booklet: "Four Great Routes to the East."

# Southern Pacific

## Four Great Routes

## SAN FRANCISCO BAY-HAYWARD BRIDGE LONGEST IN THE WORLD

San Francisco Bay, from San Mateo to Hayward, is now spanned by a bridge more than seven miles long, and wide enough to accommodate comfortably three lanes of traffic. The bridge, the longest of its kind in the world and constructed at a cost of \$7,500,000, is of the low-level type and is practically a complete causeway. Opened in March by the San Francisco Bay Toll-Bridge Company, it is designed for use at night as much as by day, for mounted on top of the concrete bridge railing, about 200 feet apart in staggered formation, are 177 General Electric incandescent street lighting units, atop union metal octagonal posts. The mounting height is approximately fourteen feet from the road surface to the light center. The lights are operated from individual transformers, mounted on the bridge structure below the roadway and encased in copper because of the proximity of the salt water.

Several miles of concrete highway approach have also been constructed at each end of the bridge, with General Electric highway lighting units mounted on four-foot brackets thirty feet high on a pole line alongside the highway. These units are placed at 300-foot intervals.

## DROP OF PERSPIRATION STARTS FIRE

Most people know that many materials (such as hay) will cause spontaneous combustion when immersed in water, and eventually burst into flame. But who ever heard of a fire started by a drop of perspiration!

This novel fire was reported from Durham, North Carolina, by Fire Chief Frank Bennett. An employee of a hosiery mill in East Durham was weighing a combination of chemicals used in the process of bleaching cotton, when a drop of perspiration fell into the mixture, resulting in a spontaneous combustion fire which caused a loss of \$800. Further interest in this fire was aroused because it was the only one reported from Durham for the entire month!

This is a new cause of fire to the National Board of Fire Underwriters, which maintains an Actuarial Bureau to compute the annual fire losses of the country, separating the figures under headings of the various causes of fire. The total loss for 1927 was more than \$472,000,000.

## TRUCKS AND BUSES TO PROVIDE MILLIONS FOR ROADS

Approximately \$3,500,000 a year additional for highway construction was provided in the new truck tax measure passed by the electors of California at the recent general election. The new fees went into immediate effect. These fees apply to commercial vehicles of weights in excess of 3000 pounds. There is a graduated scale, as follows:

Weight	Pneumatic Tires	Solid Tires
3000 to 6000 pounds.....	\$20	\$ 40
6000 to 10,000 pounds.....	40	80
Over 10,000 pounds.....	50	100
6 wheeled .....	70	140

There are 280,000 commercial vehicles that will come under the 6000-pound class. As most of these pay a minimum increase in tax of \$10 and a maximum increase of \$50, it is estimated that a horizontal raise of \$10 per vehicle will occur. This will produce \$2,800,000. There are 50,000 vehicles in excess of 6000 pounds. It is estimated that these will pay an average increase of upward of \$15 which will be on top of the \$10 increase allowed in the preceding sentence. This will create an additional fund for highway purposes in the neighborhood of \$3,500,000 a year.

The state highway department was able to advance rapidly with its program of expenditures. It has mapped out its work in such a way that all available funds will be expended as quickly as they are obtained.

This assures that the year 1929 will see the greatest activity in highway construction in California yet witnessed. Not only is this due to the fact that the gasoline-tax revenues have shown a big increase, that the plate tax and bus tax have also shown gains, but also because of the additional revenue of the weight tax increase above referred to.

## DETROIT PLANS TO TRY ALL DEATH CAR DRIVERS

All death car drivers in Detroit will be required to stand trial before a jury to determine their culpability, if plans of William P. Rutledge, police commissioner of that city, are carried out.

It is thought that extraordinary precautions will be taken by motorists if they are made to realize they will have to stand trial in case of any fatality caused by their driving. They may not be to blame—but it will be up to the jury to decide that question, rather than the police, the prosecuting attorney, or even the eye-witnesses.

## TRADE PUBLICATIONS

General Electric Company bulletins received are: 863A—G-E Novalux Series Transformers; 98A—Adjustable Varying Speed Motors; 1087—G-E Novalux Constant Current Transformers; 1097—G-E Novalux Highway Units; 1101—Induction Motor-Generator Sets for Motion Picture Projection; 1102—G-E Electric Heating Equipment for Hot Galvanizing Tanks.

\* \* \*

Universal Crane Company, Cleveland, Ohio, has just issued Bulletin No. 28. Descriptive of highway construction and maintenance work. Mobility, ability to do a wide range of work and fast operating speed have given Universals the reputation of being one of the best paying investments in the road and construction field.

\* \* \*

Sullivan Machinery Company, Chicago, Ill., in observance of the Sullivan sixtieth anniversary, has just issued an eight-page, profusely illustrated bulletin on equipment for the road builder and contractor.

\* \* \*

Special Publication 1823 has been released by the Westinghouse Electric and Manufacturing Company. The publication tells how the public-spirited citizens of St. Louis, Mo., scrapped their antiquated street lighting system for latest developed system, thus increasing the safety, economy and beauty of their city.

\* \* \*

American Society for Testing Materials, Engineers' Club Building, Philadelphia, Pa., in a recent bulletin calls attention to announcement of a five-year membership program which involves the division of the country into industrial sections with committees at work in each section for the extension of the society's activities and influence.

\* \* \*

Adequate Transportation, issued by Southern Pacific Company. Descriptive of the manner in which the railroad company has expended some \$40,000,000 since 1923 in construction and reconstruction of 521 miles of railroad along its lines.

\* \* \*

The William G. Morrison Company of Dayton, O., recently issued an eight-page illustrated circular on sanitary, odorless and profitable garbage disposal.

## PACKARD

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Now is the time to start on the coming year's tax roll.

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

## Service Bureau

Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

Executives are requested to use the following coupon, enumerating their wants. Catalogs covering those wants will be sent by return mail.

Pacific Municipalities, Service Department,  
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# Pacific Municipalities

Vol. XLIII

MAY, 1929

No. 5



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Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

Entered as second-class matter March 22, 1913, at the Post Office at San Francisco, California, under the Act of March 3, 1879

Thirtieth Year

## LEAGUE OF CALIFORNIA MUNICIPALITIES

All matters pertaining to the League should be addressed to the undersigned

Chancery Building, 564 Market Street, San Francisco

H. C. BOTTORFF . . . . . President

H. A. MASON . . . . . Secretary-Treasurer

W. J. LOCKE . . . . . Executive Secretary

## LEAGUE OF OREGON CITIES

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## RUBBER TIRES *Grip* CONCRETE

**T**IRES hold securely on portland cement concrete pavements. This means greater safety for the motorist in every driving emergency: Quick stops without skidding, *even in wet weather*; sudden swerves without end-swing; sharp turns without slipping; up steep grades and down—always the same sure-footed traction.

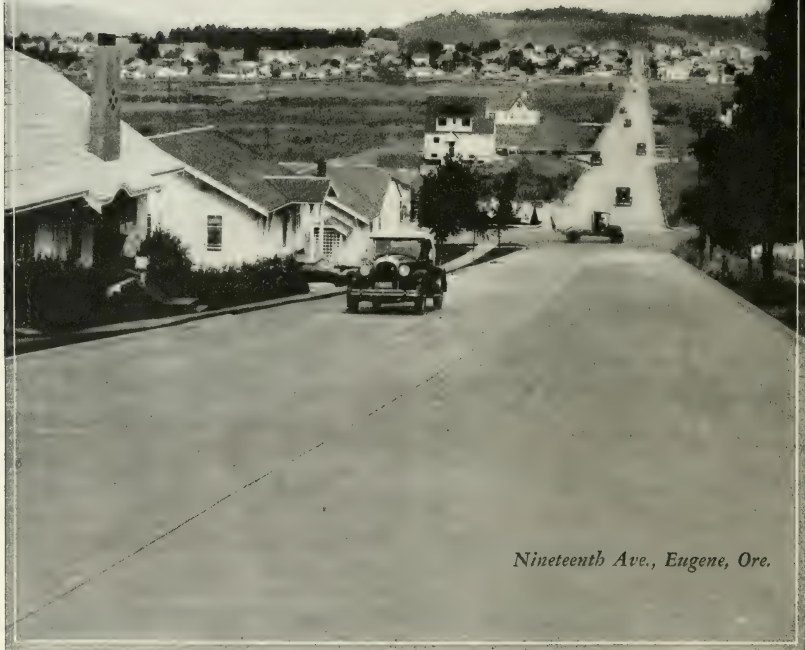
What a sense of security this adds

to the joy of motoring! And concrete pavements are *durable and economical* as well as safe. They are built to stand up indefinitely under the constant flow of modern traffic. The concrete roads you ride over today will continue to give uninterrupted service for many years to come—and, *because they are concrete*, maintenance costs will be negligible.

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# EDITORIAL PAGE

## *A Full-Time Secretary*

ON Secretary Locke's page in this issue of PACIFIC MUNICIPALITIES are several interesting statements:

That the League of California Municipalities is thirty-one years old;

That the League has grown in membership from thirteen cities, with thirty-nine municipal officials in attendance at its first convention, to a MEMBERSHIP OF 250 CITIES, with more than 1000 officials in attendance at present day conventions; and,

That because our friends cherish the hope the League of California Municipalities some day may become the greatest organization of its kind in the world, they have requested the executive secretary to devote all of his time to the League's business.

Mr. Locke very pertinently says:

**"The League has become a great institution. In the halls of legislation no organization wields a greater influence or has a higher standing than the League of California Municipalities."**

This writer sincerely hopes that, because of Mr. Locke's untiring efforts in behalf of the League of California Municipalities, his legion of friends throughout the State will approve the suggestion of League friends that so capable an executive be employed to devote full time to the duties of his office.

## *Aircraft Shows*

A RECENT number of *Western Flying* contained an editorial dealing with aircraft shows. It read, in part:

"Strange to say, the far West, where the majority of aeronautical activity occurs, is less beset with aircraft shows than other less favored regions of the country. Aside from the Los Angeles show during the National Air Races last fall, there has never been an aircraft show of any magnitude on the Pacific Coast.

"But it is practically certain that there will be at least one, and perhaps several, shows of importance on the Pacific Coast during the present year, one in the southern region, one in the Northwest, and perhaps one in San Francisco or Oakland."

## *"I'm Not Interested"*

IT IS considered by some individuals the smart thing to do, when a discussion of our government arises, to cover their ignorance with the excuse: "I'm not interested in politics." Really, says Judge Carl D. Friebolin, I cannot see how any person, living in this country and working more or less to earn that living, can say he is not interested—he must be interested in order to live. From the time he's born until he is buried, the government tells him what to do and how he may do it.

The nurse drops nitrate into the baby's eyes right after birth because the law requires it. The doctor was licensed before he could practice.

When the child grows older he is taught by persons employed and certified by the government. When he becomes twenty-one the government says he may vote. He may get married only on the conditions set out by law.

At death, interment can be made only as provided by law and statutes.

And all of these laws and rules which limit the citizen's freedom of action and which protect, guide and annoy him, are made and enforced by public officials who are our servants, directly or indirectly chosen by us and paid by us.

\* \* \*

## *Social Work Conference*

OF INTEREST to municipal workers throughout the Pacific Coast states will be the fifty-sixth annual meeting of the National Conference of Social Work, to be held in the Civic Auditorium in San Francisco, June 26 to July 3. Internationally known leaders in the field of sociology will address public meetings during the Conference.

Word comes from China, Japan, the Hawaiian Islands, Canada and Mexico that those countries are sending representatives to participate in the Conference.

Through its long history, the Conference has been steadily growing in value to those who depend on it as a clearing house for ideas and methods of social work. The sessions of the Conference and the thirty odd kindred and special groups are open to the public. The best experience in the country is brought to bear on practical problems in the broad field of social work.

# OAKLAND

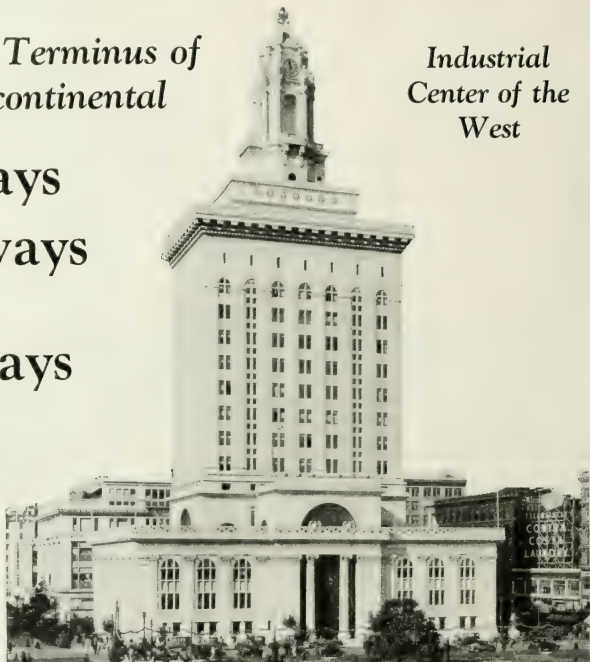
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*Western Terminus of  
Transcontinental*

*Industrial  
Center of the  
West*

**Airways  
Highways  
and  
Railways**

**Oakland as  
Host to the  
1929  
Convention**  
of the



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**OCTOBER 7 to 11, 1929**



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Mayor  
SAN RAFAEL



CHARLES R. FURR  
City Clerk, Controller  
HUNTINGTON BEACH



GEORGE W. FORSBERG  
City Engineer  
ALBANY



EMIL M. BRODERSEN  
Councilman  
ALAMEDA



MRS. MARY E. GARDINER  
Clerk, Assessor  
CORTE MADERA

## Municipal Executives

(SERIES No. 5)

Portraits of busy officials who de-  
voted their efforts to the upbuilding  
of the Pacific Coast



CLIFFORD M. AMSDEN  
General Manager, Civil  
Service Commission  
LOS ANGELES



FRANK G. HOGE  
Mayor  
PALO ALTO



MAX KOHNER  
Mayor  
SANTA CLARA



H. M. BECK  
Health Officer  
PASADENA



A. W. MANCHESTER  
Mayor  
THE DALLES, OREGON



WILLIAM GLASS  
Commissioner of Finance  
FRESNO



A. S. MCCURDY  
Chief of Police  
MILL VALLEY



DAVID G. GLASS  
City Engineer  
THE DALLES, OREGON



R. E. CLAEYS  
Mayor  
MARTINEZ



GLENN E. CHAPMAN

# Duties of a Clerk in a Model California City



By GLENN E. CHAPMAN

*City Clerk, City of Glendale*

AS ex-officio clerk of the council, the clerk's office is the repository for all official actions of the council and complete records of all such activities are on file, available for public inspection and investigation during business hours. In addition to the above, several other activities, which I feel are of great benefit to the public, are conducted in this department and which are herein described.

## Filing

Original copies of all proceedings, all deeds, easements and other legal documents; ordinances; bond, special and municipal election; zoning, bids, franchises; tract maps; correspondence and all other official actions are filed, unit system (all papers relating to the particular subject in one container) in permanent binders, indexed to subject and name, and preserved in steel fireproof cabinets.

There are approximately 48,000 subject files contained therein. An "out card" system is maintained, covering every paper taken from the files or referred with a follow-up system to insure their safe return. This system has proved very satisfactory, the losses and mix-ups being held to a minimum. Our street proceeding files have been highly complimented by attorneys who have had occasion to investigate the same.

## Street Proceedings

All publications, hearings and official procedures legally apportioned to the clerk are handled through this office. A control sheet is maintained covering each step of work under construction. After completion, the papers are filed in a permanent container with a control sheet of contents.

## Names and Addresses

Street laws contain a provision that notices of pending improvements may be sent to property owners at the discretion of the council.

I HAVE endeavored at all times to realize that my duties constituted not only keeping the records of the city, but that I was a servant of the people, and as such subject to their call; that they were entitled to all the consideration that it was possible for me to give; that my time and knowledge of city affairs is theirs, says Mr. Chapman in this article. This policy I have in turn instructed to those under me, with strict enforcement instructions. I believe this attitude has won many friends for my office and the entire administration. The constant rule of the clerk's office is **COURTESY**. His call at the City Hall as a citizen and taxpayer may be the only contact a person may have with the government of his municipality. Give him a favorable impression of both his government and the office by courteous, prompt and cheerful attention.

This office, at the instigation of the council, has practically completed a card index of every piece, parcel and lot within the boundary lines of the city, containing a record of every assessment levied, together with reference data including assessment number, assessment book reference, bond book reference and amount of assessment. This card also contains the name and address of last known owner, as listed in the tax collector's office of Los Angeles County. This card is filed as to lot, block and tract. In addition, a cross index is maintained filed as to name and properties owned.

It is estimated that within the 12,294 acres inside the city limits there are 103,740 pieces, parcels and lots. This number, based upon three parcels to each owner, gives

34,580 owners. Sixty-seven per cent are Glendale residents. Thirty-three per cent are outside. Approximately 85 per cent of these are listed on our cards, or more than 88,000 cards.

## County Records Incomplete

As the county records are not complete and at certain times unavailable, together with the failure on the part of property owners to list their holdings in the clerk's office, also owing to the fact that many parcels are under unrecorded contracts, there is a seeming misunderstanding at times resulting in complaints from property owners that they do not receive notices. This condition is rapidly being overcome through mediums of further investigation on all returned correspondence, cooperation of tract owners and property owners, and a careful check of daily recording of instruments in the office of the county recorder with a verification follow up letter.

## Resolution of Intention

Upon the passage of a resolution of intention, cards are checked covering every parcel included within assessment district and a notice is sent to every property owner available, notifying them that it is the intention of the council to order certain improvements to be made and informing them that upon a certain day the council will hear all written and oral protests. Aside from that information, there is an appendix note asking that in the event they are not the owner to assist us by any information they may have as to the rightful possessor of the property involved. This notice is enclosed in an envelope with a 2-cent stamp attached to insure certain delivery or return. In the event such letter is returned undelivered, every effort possible is made to remail same. Such changes are recorded upon the respective card.

After the improvement has been completed and the assessment roll

filed, a notice is again sent to property owners in the district, informing them of such action and indicating the day of hearing upon such matter before the council, together with other data.

#### Assessments

The law provides that all assessments over \$25 may go to bond, also that all assessments under \$25 shall be payable in cash within thirty days, or in event of failure to pay such assessment, same shall be subject to penalties and ultimate foreclosure. After the confirmation of the roll a further notice is mailed to all property owners whose assessment is less than \$25, calling attention to the above facts.

While it is not obligatory on the part of the contractor to send out bills, every consideration is accorded them in giving out these names and addresses in order that property owners may be informed of their obligation, and most every contractor does take advantage of this service. The law also provides that the street superintendent may receive these payments during the thirty-day period subsequent to the confirmation of the assessment roll. The street superintendent does this and property owners are so informed. This accommodation relieves worry and confusion.

To insure accuracy in handling names and addresses of property owners received over the counter, a record is made showing lot, block and tract, name and address of former owner, together with name and address of new owner and the date of receipt of such information. This

is recorded in the clerk's office and then turned over to the treasurer, who maintains a similar record. The treasurer in return turns over any such information received over the counter, or otherwise, thus relieving a duplication of work.

During the year 1928 there were 15,719 assessments levied. With the methods of mailing notices as outlined above, it is estimated that more than 50,000 pieces of outgoing mail were handled through the clerk's office.

While the above procedure entails expense, the service to the public and their appreciation justified its continuance.

#### Minutes

During the year the council met in regular session eighty times, with an average of thirty matters taken up at each meeting. Minutes are prepared immediately after each session and a copy sent to each councilman, heads of every department and the press, forty copies. Heads of departments get all information of the session in general and any matters pertaining to their division in particular. Also, all errors, omissions or corrections are noted and so made in clerk's office. One copy is checked by city attorney for legal phrasing. Minutes are approved at next regular meeting without a second reading, thus eliminating time in council sessions. After approval, minutes are corrected and checked, copied into permanent records and indexed.

All original copies of ordinances are filed according to numbers. After adoption same are copied into

permanent records and indexed to subject. Printed copies are kept on hand and furnished each department to which they may pertain. In addition, loose leaf binders and copies of all penal ordinances are furnished each department head.

#### Tracts

Tract maps are filed and indexed according to number, showing M. R. or M. B., location, number of lots contained therein, its subdivision or resubdivision, as the case may be, and any other information that may be valuable to the office or public.

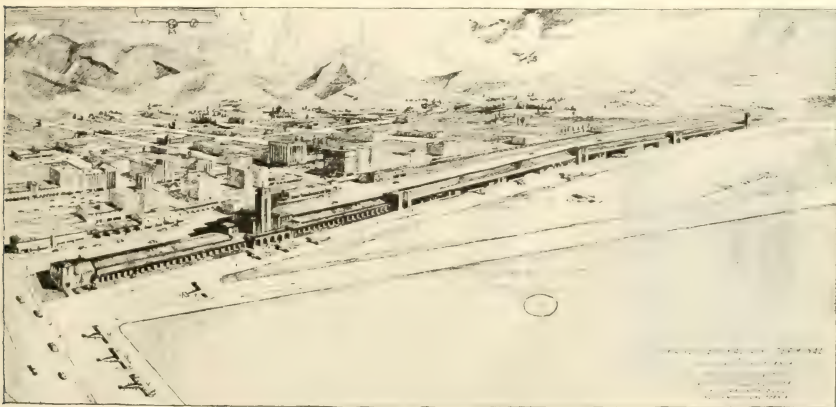
#### Streets

All street names are indexed as to their location, length and other information desirable.

#### Elections

All detail work connected with any bond, special or municipal election, is handled in the clerk's office. This covers advertising, securing election officers and polling places, the sending out of sample ballots, handling and checking official ballots and election supplies, besides general information to the public on election day, inspection of polling places during hours between opening and closing of polls, and receipts and disbursements of election returns. In addition to local elections, the clerk's office is a general clearing house for all state, county and national elections. This service is maintained as an accommodation to the county officials and for the benefit of the citizens of Glendale.

All licenses regulating the conduct of trades, callings and businesses covered by ordinances are



*A view of the thriving city of Glendale, with Grand Central Air Terminal in the foreground*

handled through the clerk's office. Part time of three inspectors cooperating with the Police Department keeps infractions down to a minimum. Two months during the year two extra men are employed to make a house-to-house collection of dog license fees.

### Lien Reports

The title companies of Los Angeles County took over the municipal lien reports and are now included in all title guarantees. Heretofore this report was furnished by the clerk. Therefore, revenues from this source will not be available hereafter.

### Business Licenses

At the present time a new business license ordinance is under consideration which embraces stricter regulations, yet not prohibitory. This ordinance was prepared in the clerk's office after a comprehensive study of existing conditions and a desire to relieve the business enterprises of the city of unfair competition now inadequately taken care of under present ordinances.

### Rubbish Collection

The collection and disposal of burnable rubbish in the business district is regulated through the clerk's office. A double daily collection of such waste relieves any danger from fires through neglect and accumulation. A nominal charge for such service is made which, while not sufficient to cover contract cost, helps, and the resultant clean alleys justify the added expense. This work is under the direct supervision of an inspector, and the merchants are highly pleased with the service rendered. Tin cans and

other waste matter are collected once a week in the residential districts under the same conditions.

### Garbage Collection

This division of public service is also under the supervision of the clerk's office. All complaints are investigated by an inspector and properly taken care of through the contractor. A central delivery station is maintained, a scheduled early morning collection is made daily in the business district and twice a week in the residential districts; all garbage is removed from the city via auto trains, thus eliminating the expense of maintaining disposal plants. While complaints in a majority of cases can be charged back to the complainant, yet it is the policy of this office to give service unrestrainingly. A check on garbage and rubbish collected shows an average weekly collection of 156 tons of garbage, forty-seven tons of rubbish and twenty-nine tons of cans at an average cost of \$3 per ton. Figures compiled by other cities and on file in this office show this to be moderately low.

Aside from revenue-producing licenses, all disabled veterans, all benefit enterprises and all itinerant vendors subject to provisions attendant to Interstate Commerce acts are entitled to free permits.

All licenses and permits are issued in duplicate, thus insuring a complete and accurate check on all monies received. A cash report, in duplicate, is carried, showing license number and amount; this, together with treasurer's receipt, tallies with license books. Original copies of

these daily reports, together with a recapitulation, constitute a monthly report which is submitted to and checked by the controller. Auditors in the quarterly check reconcile license stubs or duplicates with duplicate report sheets.

### Policies

I have endeavored at all times to realize that my duties constituted not only keeping the records of the city, but that I was a servant of the people and as such subject to their call; that they were entitled to all the consideration that it was possible for me to give; that my time and knowledge of city affairs is theirs. This policy I have in turn instructed to those under me with strict enforcement instructions. I believe this attitude has won many friends for my office and the entire administration.

Owing to the fact that all notices are sent from the clerk's office, people as a rule come in or call for information regarding the same. While no pretense is made to assume the knowledge of an attorney or engineer in answering questions, yet every effort is put forth to interpret the laws governing to the satisfaction of the questioner.

The constant rule of the clerk's office is "courtesy." His call at the City Hall as a citizen and taxpayer may be the only contact a person may have with the government of his municipality. Give him a favorable impression of both his government and the office, by courteous, prompt and cheerful attention. This office will welcome constructive criticism at any time.

## The City of Los Angeles Believes That Police Courtesy Pays

By ELIZABETH D. BROWN

*Division of Public Relations, Los Angeles Police Department*



JAMES E. DAVIS  
*Chief of Police, Los Angeles*

CALIFORNIA, being that state of continual sun and warmth, is an ever-present Utopia for the tourist. They come, old, young and middle-aged, by airplane, train and car—some staying for a few weeks; others for a few years. California is a land of transients. Many of them return year after year, and their praise or condemnation yields a greater influence than all the glorious advertisements or pictures of orange trees and snow-capped peaks could possibly bring to bear.

And, over California's matchless

highways and on the crowded city streets, the tourist drives everything from a stripped Ford to a custom-built Rolls-Royce. And as a pedestrian he crosses everything from the busiest corner in town to the quietest of country by-paths. It naturally follows that in some way he is bound to have an introduction to the motorcycle man or the police officer, usually for the purpose of gaining information, but many times because he has committed a traffic violation. And so it is that the police are the unofficial ambassadors

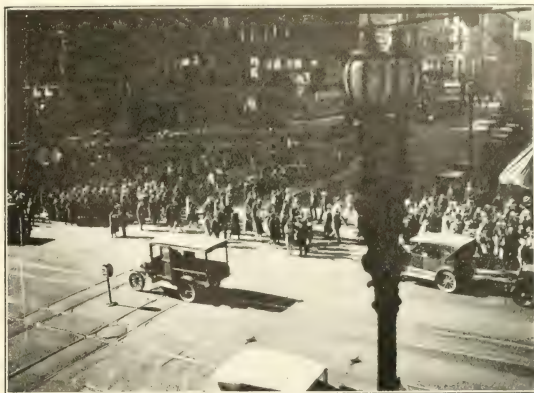
of the city and county, and on their shoulders rests the responsibility for a favorite attitude from the tourist toward the community.

Los Angeles, in particular, feels the responsibility that is vested in its police officers. Its men are well trained in the matter of courtesy and assistance to the tourist. There is no question but that a rude or overbearing traffic officer can make a lastingly unpleasant impression on the mind of the traveler, and the traveler, fairly or unfairly, is apt to let that impression color his enthusiasm for the particular city or county in which the incident occurs. It is equally true that a courteous officer wields a weapon of good will, which returns to him in the guise of official approval and personal commendation. With these ideas in mind, Chief of Police James E. Davis has issued instructions that tourists who have been in the city but thirty days or under shall not be given a tag for a traffic violation, but shall be called over to the side of the road and be courteously told of their mistakes. The tourist is then requested to go, first to the Police Traffic Bureau to get a copy of the City Traffic Ordinance, and then to the State Motor Vehicle Bureau to register his car and the address at which he is living.

#### Tourist Motorists

At the corner of Sunset and Broadway, in Los Angeles, stands a traffic officer who gets more than his share of tourist motorists. He claims that he does not have so much trouble with their running through red lights, but that he certainly does have to speak to them about turning left from the right-hand traffic line, and right from the left-hand traffic line. And the officers at congested business corners say that Los Angeles' unique method of regulating pedestrian as well as motor traffic keeps them busy blowing the whistle at "out-of-towners" who would play hide-and-seek with the cars.

But above all else, the Chief of Police has laid down definite rules of courtesy for his officers. I chose two of these rules from among many to illustrate. "Under all circumstances be fair, firm, courteous and a gentleman, and the public will respond accordingly." And "Smile and the public will smile with you. Lose your temper and you are lost." Certainly if you were a tourist, and started unknowingly across the street when the traffic lights indicated that you should remain on the sidewalk, you would resent



*Regulating pedestrian traffic at Seventh and Broadway, Los Angeles. Note the two officers answering inquiries*

**E**XACTING the utmost of courtesy from his officers toward the motoring public, Chief of Police James E. Davis of Los Angeles has laid down two very definite rules to his officers: "Under all circumstances be fair, firm, courteous and a gentleman, and the public will respond accordingly," and "Smile and the public will smile with you. Lose your temper and you are lost." There is no question but that a rude or overbearing traffic officer can make a lastingly unpleasant impression on the mind of the traveler, and the traveler, fairly or unfairly, is apt to let that impression color his enthusiasm for the particular city or county in which the incident occurs, we are told by Miss Brown in this interesting article.

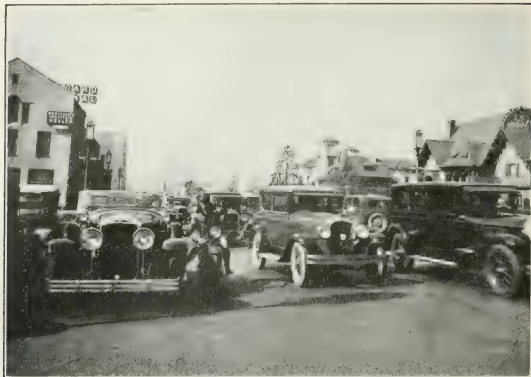
being yelled at in the following manner: "Hey, you! Get back there! Don't you know any better'n to start across the street when the lights are against you?" It would take a high degree of good nature not to feel that there was a pretty poor traffic officer, a pretty poor way of enforcing it. On the other hand, when the traveler is told courteously that for his safety Los Angeles has made a rule that all pedestrians must obey traffic signals in the same

manner as cars, the traveler thinks, "Well, that certainly is a good plan. I wonder more cities don't use it. I guess Los Angeles is a pretty progressive town."

#### Courtesy Rules

This effort to establish definite rules for the conduct and courtesy of the Los Angeles police officer led to the introduction of a "Traffic School." Cooperating with this school were the Los Angeles Traffic Commission, the Automobile Club of Southern California, the City Prosecutor's office, and the Traffic Signals Bureau. This course consisted of six lectures, followed by a written examination. This course not only handled all the features of traffic violation, evidence acceptable to the court in reckless and "drunk" driving cases, accident reports and daily reports, but it stressed, to quote Assistant Chief Finlinson "the importance of courtesy in handling the public and in approaching violators, no matter how trying the circumstances." One thousand, seven hundred and eighty-eight Los Angeles police officers took this course, only thirty men failing to pass the test. These thirty men were required to repeat the course, pass the examination, or resign as being below standard. That put approximately 1780 men on the streets of Los Angeles who were well equipped to deal with traffic problems efficiently and courteously.

But it is not only in the matter of traffic that the officer comes in



*Los Angeles motorcycle officer pausing to help a stranger on a busy thoroughfare*

finally turned out that the man wanted the prohibition bureau!

As rather conclusive proof of the fact that the Los Angeles police officer is a courteous and helpful human, the following incident ought to serve:

#### **An Official Test**

The Chief of Police of Vancouver drove to Los Angeles and, having heard of the city's reputation for courtesy, he decided to prove it to himself. He drove around the town, and at some six or seven corners he deliberately violated minor traffic rules, such as turning left from the right-hand line of traffic, and running through red lights. He was not yelled at in a single instance, but, obeying the officer's whistle, drew over to the curb and was told, with the **utmost courtesy**, what his violation had been, and was asked to report to the Police Traffic and State Motor Vehicle Bureau for traffic information and car registration. He received no tag, but he did receive some valuable ideas concerning the soothing effects of a friendly warning, rather than an unfriendly arrest.

contact with the tourist. He must be a guide book, road map and general information bureau. Woe betide him if he doesn't know where the latest Vitaphone "hit" is play-

ing, or which is the shortest route to Burbank. The aforementioned officer at Sunset and Broadway says that one tourist asked him where the "prohibitating" office was, and it

## Santa Cruz Consolidated Sewer System and New Ocean Outfall

By ROY W. FOWLER

*City Engineer and Street Superintendent*

**A**T a special election, held March 30, 1926, the citizens of Santa Cruz voted bonds in the sum of \$450,000 for an improved sewerage system and ocean outfall works.

Seven major projects and thirteen different proposition were outlined, and the costs estimated were presented. Two general disposal methods received consideration: disposal of screen sewage by dilution in Santa Cruz harbor and Pacific Ocean, and disposal of sewage effluent treated by the activated sludge process.

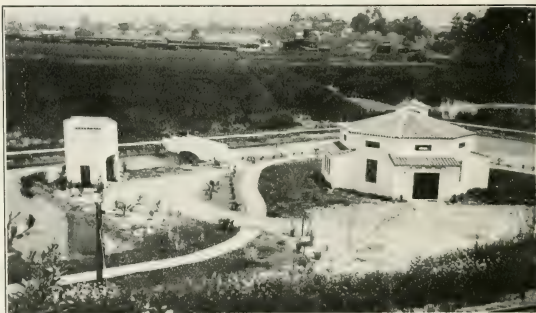
#### **Sewage Dilution**

It was finally decided that the sewage of the city should be disposed of by dilution, but that such disposal must be in the Pacific Ocean and not in the Santa Cruz harbor. Fortunately, a lane of solitary rock surface, with some temporary sand covering near the shore was found to exist, extending due south from the intersection of Cliff Drive and Sunset Avenue. To reach this lane a forced main in a tunnel

beneath the plateau extending from Neary's Lagoon to the ocean shore, a distance of some 4400 feet, had to be constructed.

Prior to the improvements recently completed, instead of having

one comprehensive system there were fifteen unrelated, relatively small public sewer systems. Thirteen of these discharged into independent septic tanks, so called. The remaining ones were private tanks,



*Screening pumping plant completed*

some of which served a considerable number of people, some discharged in the San Lorenzo River, some in the Branciforte Creek, and some in the Santa Cruz harbor.

### One Sewer System

The new improvements have eliminated all these conditions and all the unrelated sewer systems have been welded into one system, concentrating all the sewage of the city at a screening-pumping plant located at the southerly edge of Neary's Lagoon.

The estimated population of Santa Cruz on July 1, 1925:

(1) As based upon number of active water services, 15,000.

(2) As based upon elementary school enrollment, 14,500.

(3) As based upon number of names in city directory, 15,000.

Assumed population, 15,000.

### Estimated Future Population

Year	Most Probable	Probable Maximum	Probable Minimum
1930	18,000	20,000	17,000
1935	22,000	26,000	19,500
1940	26,000	33,000	22,000
1945	31,000	41,000	25,000
1950	36,000	49,000	28,000
1955	41,000	58,000	31,000
1960	47,000	68,000	34,000
1965	53,000	79,000	37,000
1970	60,000	90,000	40,000

The project for the improved sewerage and outfall works was designed and constructed to serve the population as tabulated hereinabove, at a cost of \$420,000. In general, the following items were constructed:

1. 22,600 lineal feet, 6-inch, 8-inch, 10-inch and 12-inch vitrified clay pipe sewers.
2. 8,500 lineal feet, 15-inch, 21-inch and 24-inch Portland Cement concrete pipe sewers.
3. 7,600 lineal feet, 30-inch Portland Cement concrete pipe sewers.
4. 6,100 lineal feet, 16-inch Portland Cement concrete pipe laid in tunnel.
5. Numerous river, creek, gulch and railroad crossings using 1160 lineal feet of Cooper bearing steel, genuine hand-puddled wrought iron and cast iron pipe.
6. Two outfall pipe lines extending into the Pacific Ocean, each 2000 feet in length and 16 inches in diameter, genuine wrought iron pipe with special protective coating and casing.

A screening plant structure of reinforced concrete with tile roof was constructed in Neary's Lagoon. The main building contains two bar screen channels, a sewage sump holding 25,000 gallons, a pump chamber, two rotary screen chambers, one screening pit, one ejector pit and an operating floor, one attendant's room and lavatory, one transformer alcove and one store-room.

The screening-pumping plant equipment consists of the following:



Top: Outfall pipe ready for launching into ocean. Center: Screening Pumping Plant under construction. Bottom: Outfall pipe receiving "Gunit" protection.

1. One 36-inch float control hydraulically operated.

2. One automatic emergency back-pressure sluice gate arranged to close, if due to power failure or any other cause. The sewage should rise in the sewage above a safe elevation and to open, if and when, the sewage level falls below that elevation.

3. Two independent removable bar screens.

4. Two Durrco rotary fine screens, each 6 feet in diameter and 6 feet long, driven by a five-horsepower motor.

5. One Durrco bucket elevator drawn by a one-horsepower motor.

6. One Durrco pneumatic ejector of 15 cubic feet holding capacity.

The screenings are discharged through a 6-inch cast iron pipe into an outside remote elevated screening bin.

7. One Ingersoll Rand self-contained, belt-driven air compressor, operated by a five-horsepower motor.

8. One vertical cylindrical compressed air receiver  $3\frac{1}{2}$  feet in diameter and 8 feet high.

9. Three vertical single-stage, double-suction split case open-impeller De Laval centrifugal sewage pump direct connected to driving motors of Westinghouse make.

### VICTOR L. SCHAEFER ALAMEDA'S NEW MAYOR

Victor L. Schaefer, the subject of this sketch, was born in Oakland, California. After going through the public schools in that city he was sent to the University of California,



VICTOR L. SCHAEFER

having graduated from that institution in due time from the Department of Pharmacy.

In 1911, Mr. Schaefer moved to Alameda, having entered the retail drug business. He has taken an active part in the State Druggists' Association, and a few years ago served as president of that body. Recently he was made president of the State Board of Pharmacy.

Notwithstanding his other activities Mr. Schaefer has found time to devote some attention to civic affairs. He is a member of the Kiwanis Club and several fraternal organizations. He is married and the father of three bright children.

Porcupines roaming through Modoc National Forest gradually are being exterminated and motorists passing through soon will be spared the provoking task of repairing "flat tires" caused by their quills.

## POWERFUL FLOODLIGHTING UNITS ADDED TO S. F. FIRE DEPARTMENT

**F**IRE-FIGHTING apparatus, unique in the West, has been added to the San Francisco Fire Department.

Two powerful searchlight units, designed and assembled under the supervision of Samuel Bermingham, superintendent, and Harold H. Jones, general foreman of the Fire Department's corporation yards—and badly needed to expedite the work of rescuing lives and saving property—have been added to Fire Department equipment.

### Mounted on Trucks

Each unit is mounted on a two-ton Kleiber specially designed truck, equipped with pneumatic tires. The electrical unit is of the Kohler Manufacturing type, with a capacity of 10 K. W. There also is provided a distributing switchboard, a turntable on top of the body, containing five swivel flood lights. The portable lighting equipment consists of eight portable lights, together with eight adjustable standees, and a metallic cabinet for the proper stowing of the portable lights, extra globes, etc. The portable lights are served through eight reels, each containing 500 feet of rubber-covered flexible wire, considered of sufficient length to reach any portion of the interior of burning buildings.

### Designed for Department Use

The combined units were designed solely for Fire Department service. At this point it is not amiss to state that in a recent illuminating test of both searchlight units they

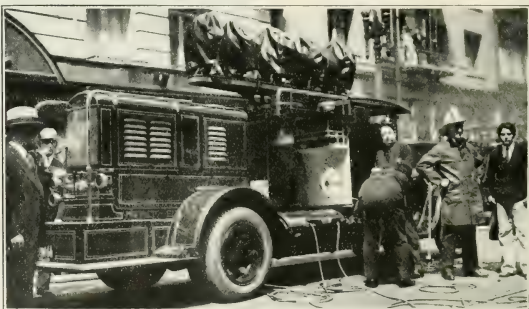
were considered so satisfactory by the Fire Commission and Fire Department officials that no improvements or alterations were found to be necessary. Bermingham and Jones were highly complimented by the Fire officials.

The units will be used to illuminate the exterior and the interior of buildings and also for other emergency purposes where a large volume of light is necessary to expedite any work for the rescuing of life and property. The combined units have been made waterproof, so as to insure reliability with any condition of weather, and also from the spray of fire streams and the possibility of bursting hose lines.

### Electrical Equipment

The Kohler Electric unit, which consists of a gasoline motor directly connected to a 120-volt D. C. generator, is entirely automatic as to its starting, stopping and voltage regulation. Each flood light and portable light, circuit of which is controlled from the switchboard, is properly fused so that in case of a short circuit occurring the balance of the circuits as may be used will function.

The eight wire reels are unique in their construction and application. The electric current is supplied to each reel through brushes and collector rings of ample service to prevent arcing. The terminals of each reel are of the marine type, waterproof, which prevents any operator from receiving a shock in



Fire Chief Murphy of San Francisco, superintending operation of Searchlight Unit at a recent fire. The Unit is mounted on a two-ton Kleiber truck. The electrical unit is of the Kohler Manufacturing type, with a capacity of 10 K. W.

damp weather. All reels may be rewound individually, or collectively, by a crank handle by use of respective clutches and locks.

The turntable, which supports the five flood lights, is mounted on rubber spring shackles to relieve the globes of any undue jar from road shocks. On a recent test the apparatus was driven for fifty miles over rough streets, car tracks, etc., without any damage to the filaments in any of the lamp globes.

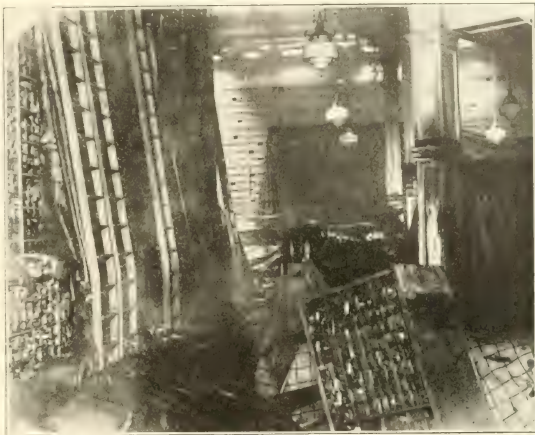
The apparatus has a speed of thirty-five miles per hour on the level, with corresponding reduced speeds to negotiate different grades.

#### One Unit Completed

One of the units was completed for service on April 10, and the other unit, according to Birmingham, will be ready shortly. It is expected that two trained operators will be on duty at all times when the searchlight units are in operation.

Each unit costs \$8200, and its combined weight, exclusive of operators, is 12,200 pounds. The candlepower of each flood light is 141,000.

The small portable lighting units furnished by the H. B. Squires Company, dealers in electrical supplies, of San Francisco, are made of cast aluminum and are very light. They are



*After the fire. By means of the Fire Department's new floodlighting units this darkened room was brightly lighted*

equipped with 400-watt floodlighting lamps and give a light beam of more than 80,000 candlepower. They are supplied with sufficient portable cord to permit the firemen to carry the lighting unit to any part of the building, greatly improving the

safety of fire-fighting in basements, lofts, etc. The large units are equipped with 1000-watt lamps and give a very wide spread with a light beam of 15,000 candlepower, and are capable of brilliantly lighting an entire block.

## A SHORT COURSE IN PUBLIC ADMINISTRATION TRAINING

*By EMERY E. OLSON, Director*

*Division of Public Administration, University of Southern California*

DEVELOPING as an outgrowth of the Division of Public Administration Short Course held in August, 1928, when more than seven hundred public officials attended a school for one week on the University of Southern California campus, at Thirty-fifth and University Avenue, the newly organized School of Citizenship and Public Administration has been planned to meet the needs reflected in the broad fields of civic interest and public affairs through correlated curricula designed to advance civic knowledge and more efficiently train public employees. Three major units comprise the school as it is now organized. First, full-time curricula for four and five-year campus students leading to bachelor's and master's degrees in public administration. Second, late afternoon and evening

classes held in classrooms available in the City Hall and other quarters in or adjacent to the Civic Center, Los Angeles. Third, annual Short Course to augment local instruction in the other two units of the School of Citizenship and Public Administration by bringing prominent national authorities to the Pacific Coast as leaders of the various one-week sections.

#### Short Course Session

The Short Course, which has as its purpose the training of public officials and civic workers and the provision of facilities for technical study and conference with national authorities on specific branches of public work, will hold its second annual session this year during the second and third weeks from June 10 to 21, 1929, inclusive, on the Ex-



EMERY E. OLSON

position Boulevard and University Avenue campus. It has been divided into two groups, one-half of the sections meeting from June 10 to 14, inclusive, and the other half from June 17 to 21, inclusive. Sessions

will be held daily during this period from noon until 9:30 p. m.

Enrollment last year in the Short Course comprised 749 individuals from fifty-six cities and towns in seven states representing public officials and employees of city, county, state and Federal administration offices.

### Outline of Procedure

To make the 1929 Short Course program of the greatest value, the following general outline of procedure will prevail. Each day's session will begin with a luncheon at 12:15 which is to be followed by a general lecture by William B. Munro of Harvard University from 1 to 2 o'clock. During the afternoon there will be two groups of lectures. Evenings will be devoted to round tables, which will be conducted in the nature of laboratories, where specific problems will be studied, with the afternoon lecturers serving as technical advisers.

Section A of the Short Course, running from June 10 to 14, inclusive, will include sections on Special Assessments, led by James I. Tucker, School of Citizenship and Public Administration; Taxation, led by M. D. Lack, vice-chairman and tax counselor, California Taxpayers' Association; Appraisal and Assessments, under the leadership of Peter Hanson, chairman, Standard Uniform Appraisal Division, California Real Estate Association; City Clerkship Administration; Personnel in Public Administration, under

the direction of C. A. Dykstra, director, Personnel and Efficiency Division, Los Angeles Water and Power Department; Public Purchasing, under Samuel C. May, professor of political science, University of California; Airport Management, under the leadership of a prominent English-speaking European expert in that field now being selected, and Housing, led by Carol Aronovici, housing consultant.

Section B, from June 17 to 21, inclusive, will include sections on Recreation and Parks; Police Administration; Municipal Chemistry and Testing, under the direction of F. W. Mohlman, chief chemist, Chicago Sanitation District; Sanitary Engineering, led by Harry N. Jenks, professor of sanitary engineering, Iowa State College; Juvenile Welfare, under the leadership of George B. Mangold, professor of sociology, University of Southern California; Budgets, under Edwin A. Cottrell, professor of political science, Stanford University; Governmental Accounting, led by R. J. Burby, cost accountants; Planning and Zoning; Water Supply, under the leadership of Carl K. Chapin, commercial director, Los Angeles Water and Power Department, and School Trustees' Problems, June 3 to 8, 1929, under O. R. Hull, professor of educational administration, University of Southern California.

Each section will hold two meetings a day, a lecture session in the afternoon under the leadership and direction of national authorities, and

an evening meeting from 7 to 9:30 o'clock, at which special technical papers by local experts in particular fields will be read and discussed. Some of the afternoon meetings of the sections are scheduled from 2 to 3:45 p. m., while others are scheduled for 4 to 5:45 p. m. In this way those attending the Short Course may attend sessions of other sections and not be limited to one only.

### Officials on Committees

Two hundred and fifty public officials and people in public service from state, county and municipal groups are acting on committees creating the curriculum and choosing the lecturers for the several sections. An executive committee composed of the faculty members on the university committee and the chairmen of the various sub committees, with J. W. Charleville, City Manager, Glendale, as chairman of the executive committee, and Emery E. Olson, director, School of Citizenship and Public Administration Short Course, make up the directing personnel.

As government grows more complex, the need for men and women trained in the administration of public affairs becomes more pressing, and the University of Southern California believes that by continually widening the scope of and opportunities for instruction in public administration as needs and demands arise technical efficiency and economical management of all branches of public service will be increased.

## Airport Drainage

*The Prompt Removal of Surface  
Water Is the Major Object of  
Airport Drainage*



By B. G. MARSHALL



*Armed perforated pipe being installed for subsurface drainage at Buffalo, N. Y., municipal airport*

ALL concerned in the construction and maintenance of airports recognize the necessity of adequate drainage, both as insurance of continuous operation and of safety. It is also becoming apparent that most fields of which continuous service will be required will require some measure of subdrainage, ranging from the mere inclosure of open ditches, in some in-

stances, to a complete drainage system in others.

The extent of the drainage problem, and wherein it differs from other forms of subsurface drainage is, however, not so generally appreciated. Farm drainage design, which is in many respects similar to airport drainage and with which it is often confused, is directed at the control of the water table, to the end

that the land can be successfully cultivated. The removal of surface water from the heavier storms is not directly provided for, nor does damage result if water remains on the soil surface for ten to twelve hours.

### Removal of Surface Water

The prompt removal of surface water is the major object of airport drainage, both because of direct in-



Installation of perforated corrugated pipe for rapid drainage in the Southern Pacific yards at Houston, Texas

interference with plane operation and because water standing for any length of time will soak up the surface soil to the point that stability will be destroyed. This surface water may be removed in two ways —by direct interception into porous backfilled trenches carrying sub-surface drains, and by percolation through the surface soil into the subsoil. The capacity of the subsoil to receive this water will depend on the lowering of the water table secured by the subsoil drainage. The design of the system from this standpoint depends on the nature of the soil, the amount and distribution of rainfall and available outlets. Some soils are so loose that the rainfall from even the heaviest storms percolates at once well into the subsoil, while at the other extreme some heavy clay soils are relatively impervious to the sub-surface percolation of water. It is between these two extremes that sub-drainage will be most effective.

### Runoff

The portion of rainfall that passes directly into the subsoil and the portion that remains as surface runoff depends on the nature of the soil, the slopes of the terrain, the degree of saturation when the storm began, and the surface covering. On flat fields with well-developed turf, only 10 to 20 per cent, or less, of the heavier storms will result in surface runoff, the remainder sinking directly into the subsoil, or remaining at the surface, depending on the location of the water table. On agricultural land the portion resulting in surface runoff will climb to 25 to 35 per cent, depending again on soil characteristics and surface slopes. At runways the surface runoff will well reach 70 to 80 per cent with the cinder tier (which will gradually become relatively impervious as a result of oil treatments to prevent dust), and probably 90 to 95 per cent on hard-surfaced runways. This high surface runoff from runways will invariably call for larger

sizes of drains than would be necessary for subsurface runoff.

### Use of Porous Backfill

Experience at the airports where drainage has been installed has taught that in order to secure positive interception of this surface water, the drain lines must be covered with porous backfill, rather than with the excavated material. The director of one of the major airports, where subdrainage has been very successfully used, has the following to say as to the necessity of using porous backfill in the trenches:



Building a wide gravel runway which will be more or less impervious. Unless the subgrade on which the gravel is placed possesses good natural drainage, subdrainage will be necessary.

"I am very glad to recommend the use of porous material for backfilling trenches, as our experience here has been that this is the only way to insure the quick disposal of storm water as an absolutely dry area."

This requirement, which is not present in farm drainage, results in higher transmitted impact and live loads than would prevail in land drainage. To appreciate properly the magnitude of these stresses it need only be recalled that planes of 28,000 pounds have already been constructed in England, while aeronautical opinion is mentioning planes of 40,000 pounds in the near

future. This means a live load of from seven to ten tons per wheel which must be provided for, both in the design of the runway slab and in the drainage lines along the runways.

### Impact

Aeronautical opinion also places an impact landing factor of from two to five times the weight of the plane when it first strikes the ground. The skilled pilot may deliver a landing blow of even less than twice the weight of the plane, while the beginner, or "dub," will approach or exceed the latter factor. It is, of course, the severe condition that must be anticipated in design. One aeronautical engineer has the following to say on this subject:

"The landing gear on the majority of planes is designed to withstand approximately eight times the weight of the plane, but the actual impact varies from about three and one-half to five and one-half times the weight of the plane, depending on the pilot's technique in landing."

Information Bulletin No. 7 of the Aeronautics Branch of the Depart-

ment of Commerce, page 5, table I, gives an impact landing factor of 4.5 times the weight of the plane, for planes weighing 12,500 pounds or more.

Considering the 28,000-pound plane mentioned above and assuming an impact factor of only three, would result in a surface impact of twenty-one tons under each wheel at the instant of landing. If only one-tenth of that were transmitted to a drain line covered with two and one-half to three feet of porous material, the stress would be much more than the usual types of farm drainage are designed to withstand.

The effect of such concentrated forces striking over drain lines must be even more destructive to alignment, unless the sections are secured by positive joint connections.

#### Basin of Design

Some limit to the intensity of the storm that is to be designed for must be established, for while a design could theoretically be prepared for a storm of any magnitude, the economic considerations prohibit its use. Obviously, the drainage should be ample to remove promptly the surface water from the usual storm without causing any interruption to service, while the more intense storms should cause only a minimum of delay to the air traffic.

It has been suggested accordingly that a reasonable method is to design for a rainfall intensity over a sixty-minute period that will be exceeded only once or twice a year, on the average, at a given locality. This rainfall intensity does not correspond to total annual precipitation, since over some areas of light

once a year, on the average. At Kansas City, in Group 2, a rainfall of 1.3 inches over a sixty-minute period should be designed for. The proportion of these precipitations that would be removed as surface runoff, and as subsurface runoff, would depend on the nature of the soil, slopes, distribution of rainfall, etc.

It is also proposed to design the drainage system of ample capacity to remove the surface runoff in a period of three hours from the beginning of the maximum storm designed for. The subsurface functioning of the drainage between periods of rainfall will build up a reservoir in the subsoil sufficient to receive the runoff from the storms of lighter intensity practically immediately. With the heaviest storm designed for, however, even with the use of porous backfill, the capacity of the drains will require two hours after the end of the storm to remove the surface water. At runways, and where a considerable por-

In designing the system, the capacity of each unit must be sufficient to remove the surface or subsurface runoff under the limitations stated, depending on which is the larger. The surface runoff requirement will control at runways, at toe of slopes, where direct interception is possible, and in general at all points except on excessively flat fields covered with heavy turf. It is not necessary to provide for the sum of the surface and subsurface runoff, for farm drainage experience has shown that subsurface flow in drain lines does not reach its peak until ten or twelve hours after a storm. However, a storm might occur when the ground was frozen to below the depth of the subdrainage. This would throw the entire burden of the removal of the surface water on "the interception through the porous backfilled trenches" feature of the system, and would require longer than the time limit mentioned to complete. However, it is rarely that the more intense storms of the duration designed for occur at that season of the year.

It is not expected, in the above consideration, that the heavier rains will not muddy up the field, but experience has shown that where the water table has been lowered by subdrainage, thus providing a reservoir in the subsoil, that surface water can pass directly through the soil without destroying its stability. If, however, the water has a chance to stand at or near the surface for any length of time, this stability is destroyed and dangerous surface conditions result.

#### Drainage Plans

The controlling factor in the drainage design of any particular port is whether control of the water table or interception of surface water is to be the major objective. The nature of the soil, amount of slope, nature of the surface and distribution of rainfall all are factors in deciding this point. Where control of water table is the major consideration, the soil should be carefully studied by means of samples and soil analysis. Each principal soil type will be found to require a different spacing and depth of drain lines to obtain the desired control of the water table. The study of soils, where necessary, should usually be placed in the hands of an expert.

#### Field Types

Whether runways are to be provided, or whether an "all-oversod" type is planned, will influence the drainage design. Drain lines with porous backfill should be placed at each side of runways, both to pro-



*Rock backfilled trench at edge of runway promotes rapid run-off but increases effect of impact on the drain pipe*

annual rainfall very intense storms can be expected at infrequent intervals. Weather statistics will be available at many points which give the average intensity of storms for different time periods. If these are not available, page 166 of Meyers' "Elements of Hydrology" gives a chart of the country divided into rainfall intensity belts. Page 40 of Pickel's "Drainage and Flood Control Engineering" shows a chart of rainfall intensities that will be exceeded once in one year, which can be used in conjunction with the chart mentioned above.

For instance, at Indianapolis, which the chart shows to be in Group 3, a rainfall intensity of one inch over a sixty-minute period can be expected to be exceeded only

tion of the rainfall must be removed as surface runoff, this provision will result in some increase in size of drains over subsurface demands, as has been mentioned.

#### Subsurface Runoff

In farm subdrainage a subsurface runoff factor of one-fourth to five-sixteenth of an inch per acre per twenty-four hours is usually provided for. As a safety factor, it is proposed to use a factor of one-half inch per acre per twenty-four hours in designing the subsurface capacity. It is usually inadvisable to go farther in subsurface capacity, since the removal of subsurface water depends on the capacity of the soil to pass subsurface runoff, more than on the capacity of the drain to remove it.

fect the runways from runoff from adjacent slopes and to collect the surface runoff from the relatively impervious runways before it can spread out onto the field. Using these runway drains as submains, laterals can be extended out into the field to bring that portion into all-weather operation, if desired. Whether or not these are to be backfilled with porous material depends on the degree of interception of surface water possible.

With the "all-oversod" type of field, the drainage is placed to give a relatively uniform control of the water table under all portions of the landing area. As in the previous case, the possibility of direct interception of surface water will govern the use of porous backfill in the trenches, and the location of the

intercepting lines. In all-oversod field drainage, a rectangular, herring bone or gridiron system, similar to those used in intensive farm drainage, is usually employed.

The foregoing is expected to outline the extent of the problem of airport drainage and to indicate the new conditions that spring both from the air traffic and from the requirement of prompt removal of surface water. In the limited time in which airports have been in service, both the need of drainage and something of the performance of various drainage types and designs have been learned. Longer experience in farm drainage has also served to identify the service conditions and forces which fail tile lines. The more usual sources of failure in both services seem to be:

a. Breaking under load—Intensified in airport service by use of porous backfill.

b. Impact—Peculiar to airport service.

c. Malalignment—Also intensified by porous backfill.

d. Disjointing—Due to inadequate connecting of sections.

e. Filling up.

f. Breaking and heaving of line due to frost action.

Because of the vital importance of safety and the need for uninterrupted service of airports, it therefore becomes necessary to secure a drainage system which possesses absolute strength resistance to loads and impact; that results in positive alignment; that is immune to frost action, and that does not admit of filling up in service.

## L. A. Water Department's Unique Truck

LOS ANGELES, one of the best equipped cities in the entire country in motor truck transportation, can also boast of one of the most unique pieces of trucking equipment owned by any municipality.

This truck, a Fageol 340, is owned by the Water Department and is one of forty-five Fageols in that department, and one of nearly 150 trucks of a similar make owned by the city of Los Angeles.

Judging from a description of this unit, furnished by F. M. Van Deventer, general foreman of the Water Department's Ducommun

Street shop, this truck is well nigh a portable water department in itself.

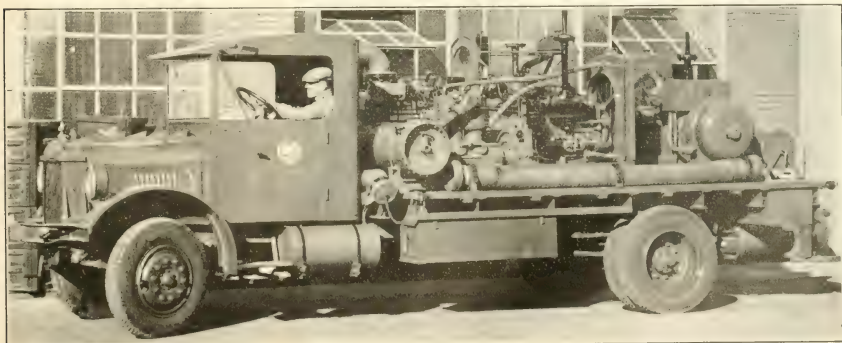
### Well Equipped

It carries an Ingersoll Rand air compressor with a capacity of 100 cubic feet per minute, a Byron-Jackson six-inch centrifugal pump which can throw 1400 gallons of water per minute, and a 5000-watt, 110-volt Kohler electric power plant.

"The Los Angeles Water Department," says Van Deventer, "finds this machine invaluable in connection with pipe installation work, and especially does it adapt itself for use in an emergency where service can-

not be discontinued but for short intervals."

According to Van Deventer, this Fageol was among the first trucks on the scene of the St. Francis Dam break. "It was called into action at once," he states, "and was used for lighting at a point where 400 feet of the Los Angeles aqueduct had broken, at the same time pumping water through to points where it was necessary for immediate use. This three-unit system certainly has its place, and we know the Los Angeles Water Department would be severely handicapped in many cases if this machine were not on the job."



This Fageol 340 Truck is owned by the Los Angeles Water Department and is one of forty-five in that department. F. M. Van Deventer, general foreman of the Water Department's Ducommun Street shop, says this truck is well nigh a portable water department in itself.

# San Francisco Opens "Great" Highway



Top: Great Highway Chalet Underpass, looking west at east incline. Center: East entrance to Underpass. Bottom: Interior of Great Highway Chalet Underpass, looking west.

WITH the Great Highway and Ocean Beach Esplanade, costing more than \$1,000,000, and financed from the \$9,380,000 highway bond issue voted by the people, nearly completed, San Francisco is about ready to show visitors from all over the world the finest stretch of highway ever constructed, with several features unique in the history of road building.

The highway completion will be climaxed by a celebration to be held on June 9 to show the people of San Francisco what has been accomplished for them at the ocean beach playground.

They will see a stretch of pavement fronting Golden Gate Park, which is the widest stretch of pavement for a distance of approximately 3000 feet anywhere in the United States.

## New Esplanade

They will see a wonderfully constructed Esplanade of enduring concrete which has rendered, and will for all time render, this beach safe from the destructive effects of the ocean's activities.

They will see two roads stretching like ribbons for a distance of two miles from Lincoln Way to Sloat Boulevard, fifty feet in width, of the highest type of construction, flanked on both sides by ornamental grass plots and seasonal flowers. They will note that the pedestrian and the equestrian are taken care of in this construction.

They will see an equestrian ramp built into the face of the Esplanade, which will allow of easy access with safety for the lovers of horses from Golden Gate Park to the beach.

## Modern Electroliers

They will see an ornamental system of electroliers of the latest modern type, so spaced that the maximum efficiency of lighting effects will be obtained.

Traffic signals will be installed, so that on peak days the traffic may be handled with safety and efficiency.

One of the outstanding features of this construction will be the underpasses at Fulton Street, Judah Street, Taraval Street and Sloat Boulevard, which are designed and constructed to take care of the thousands of people who will visit our beaches, and who, thereby, will not be forced to cross the highways.

The esthetic side of the picture is being taken care of by John



M. M. O'SHAUGHNESSY  
City Engineer  
SAN FRANCISCO

McLaren, Superintendent of Parks, and the work now under way—to be completed in time for the celebration—will show the genius of this man. He has combined the beautiful effects of grass-covered slopes with ornamental shrubs and flowers, the flowers to be seasonal, and it is to be hoped that, if such were possible, it will exceed in beauty the work that he is now doing in Golden Gate Park.

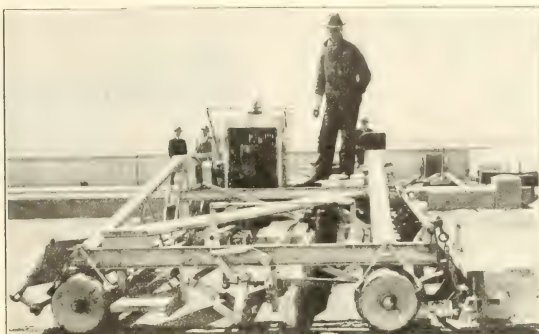
#### Equestrian Ramp

The equestrian ramp is a new departure in highway construction. It will enable horsemen to ride down the face of the Esplanade to the ocean, and will serve as a protection against high tides during the storm periods. The ramp is built directly on the face of the Esplanade and will be reached from the main highway. It is claimed that in no other place in the world has such construction been carried out.

The Market Street Railway Company has constructed a station at the rear of the Beach Chalet, where passengers may alight and walk directly through the underpass to the beach.

"Many of San Francisco's civic achievements have attracted universal admiration," enthusiastically declared Supervisor Andrew J. Gallagher, chairman of the city's streets committee, "but this latest evidence of our city's eminence will rank second to none of our proudest municipal possessions."

The big project is virtually completed now and awaits only the erection of lighting standards, to be se-



Top: Sub-grading on Great Highway paving opposite Golden Gate Park. Center: Mechanical spread of paving on Great Highway opposite Golden Gate Park. Bottom: Mechanical finisher at work on Great Highway paving opposite Golden Gate Park.

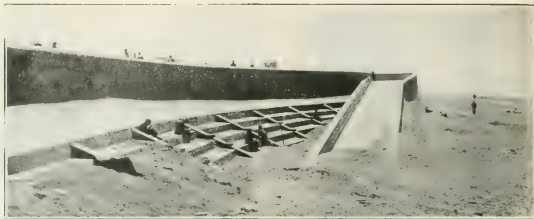
lected by the Board of Supervisors.

City Engineer M. M. O'Shaughnessy and his assistant, Clyde E. Healy, prepared the plans for the Great Highway and Ocean Beach

Esplanade, which were approved by the Supervisors' streets committee composed of Supervisors Andrew J. Gallagher, Fred Suhr and Alfred Roncovieri.

"In the near future," said Mr. Healy, "it is anticipated that the lower road from Lincoln Way to Taraval Street will be paved, so that San Francisco can point with pride to the construction at the beach, and see that from the Cliff House to Sloat Boulevard it is completed in its entirety."

The Healy-Tibbitts Construction Company executed the work.



*Ocean Beach Esplanade, looking south at Fulton Street*

## SOCIAL WORK CONFERENCE

By ANITA ELDRIDGE

AMONG the large number of conventions scheduled to gather in San Francisco during the coming summer months no single organized group in annual session will be of greater interest to the rank and file of municipal employees than the National Conference of Social Work.

There are many reasons to support this statement. In the first place the National Conference of

sional workers along particular lines it is their business to treat those problems in relation to human society.

In the third place, because so many of the questions which will be discussed at the National Conference are directly related to employment, public health, community life and industrial problems, the San Francisco meetings must, of necessity, attract more than casual interest from municipal employees.

### Notables to Attend

And further, because those in charge of arrangements for the conference not only wish to stimulate public interest in social work, but have anticipated an active response from the rank and file of San Francisco citizens, an invitation is extended to all public-spirited and socially minded men and women to attend its various gatherings. The evening sessions have been especially arranged to meet this need when internationally known leaders in the field of sociology will address public meetings.

There is also a fifth reason why the municipal employees as a body should be directly interested in the National Conference. And it is this: The city of San Francisco on this occasion will act as hostess to thousands of visitors, most of whom will have traveled hundreds of miles to enjoy her hospitality. Already word has come from China, Japan, the Hawaiian Islands, Canada and Mexico that these neighboring countries are sending representatives to take part in this great international meeting. Their impression will be largely moulded by the human contacts they will make during their stay here. The citizens of San Francisco, of course, can and will do much in a general way to contribute

to the happiness and pleasure of these distinguished visitors. But the employees of the city will have daily dealings with these guests in the streets and street cars, in parks and public buildings, all in the course of a day's work. To them is given a very special and definite opportunity of translating to the "stranger within her gates" that happy feeling of friendliness and hospitality that is the spirit of San Francisco.

## CALIFORNIA AIR TOUR

The National Aeronautic Association has completed plans for the "First California Air Tour," starting from San Francisco's municipal airport at Mills Field and Oakland Airport on Saturday, June 1.

Approximately forty planes will take part in the tour, making stops at a number of airports throughout California, where special aerial programs will mark the event.

Special prizes will be awarded contestants scoring the highest points in efficiency, reliability and speed. The purposes of the tour are to demonstrate the safety and reliability of modern aircraft, and to stimulate public interest in aviation.

An appropriate program of aerial events will be staged at Mills Field and at the Oakland Airport prior to the flyers' taking off for the tour. Then the pilots will encircle the bay region and fly to Sacramento for an aviation ball that night and a program of aviation stunts on Sunday, June 2.

Stops will be made at Stockton, June 3; Modesto, June 4; Merced, June 5; Fresno, June 6; Los Banos, June 7; Monterey, June 7 and 8. Besides special celebrations and contests at the airports en route, the cities to be visited have prepared entertainment for the flyers, with luncheons, banquets, dances and aviation booster meetings.

The tour will end June 9 at Mills Field.



ANITA ELDRIDGE

Social Work, scheduled to meet from June 26 to July 3 at Exposition Auditorium, San Francisco, represents not one, but many individual organizations, each organization engaged in some specific phase of social service work.

### 5000 Delegates Expected

Secondly, because the 5000 delegates who are expected to attend this gathering are engaged in these various lines of social enterprise they represent a group of workers primarily interested in the everyday lives of men and women. The problems which they have been specially trained to understand, to diagnose, and to, to the limit of their ability, to alleviate, are the universal problems of mankind. And as profes-

# Solving Sewerage Problems in a Small California Community

By MARION L. CRIST

THE formation of Vista Irrigation District in San Diego County a few years ago brought under cultivation a highly fertile farming district of several thousand acres. This district has proved rich in possibilities in connection with avocado culture and has developed most rapidly.

## Small Community

The small community of Vista sprang up in the heart of the district to meet the immediate urban needs of a rapidly growing territory. In the fall of 1927 Vista was a typical small community of perhaps 500 population. Unfortunately, for the undisturbed future growth of the town at least, the rolling hills and the small valley upon which Vista is situated are both underlain with granite in varying stages of decomposition. This material being impervious provided a very poor medium for the draining of cesspools. Even small homes could not satisfactorily dispose of their wastes with leaching systems, and the difficulty of such waste disposal was insurmountable in the case of restaurants and other large establishments.

## 500 Population

This community then of 500 population found itself confronted with a sewerage problem, the immediate solution of which was essential to the further unrestricted growth of the town. Vista was not incorporated, in fact, is still too small to incorporate without undue burden of municipal taxes. The first step, then, was to form some sort of political subdivision that would enable the community to act as a unit, to have preliminary surveys and cost estimates made, and to issue bonds and proceed with the installation of a sewer system.

The Chamber of Commerce being in fact the representative organization of the people, though without authority, considered by committee the various laws under which the community could act. They finally decided upon the Sanitary District Act of 1923, because bonds issued under this act are particularly saleable and the control is entirely in the hands of a local board of directors of five duly elected members.

A petition was presented the

board of supervisors of the county, outlining the proposed district and asking them to call an election for the formation of the district and the election of a board of directors. After a hearing on the petition, the election date was set by the supervisors and the election called. Five men were then nominated for the board of directors and one for Sanitary Assessor.

## District Formed

At the election the voters were almost unanimously in favor of the formation of the district, and a board of directors and sanitary assessor were duly elected. From this stage on the community could function as a single political unit, with the board of directors as the governing body. They proceeded at once to employ engineers to study the problem and recommend the most efficient and economical solution. These recommendations, together with cost estimates and pertinent data were submitted in the form of a preliminary engineering report. With this report as a basis, it was determined to call an election to authorize the issuance of \$70,000 in general liability bonds for the construction of an outfall sewer and treatment plant. The act under which the district is formed limits the outstanding bonded indebtedness at any time to 15 per cent of the total assessed valuation. In this case the assessed valuation of the district, as determined by the sanitary assessor, was made some higher than the county assessed valuation of the same territory. This was permissible, because the county valuation was based on values prior to the recent period of rapid development in this territory. Even with the increased assessed valuation, however, \$70,000 represented about 12½ per cent of the total assessed valuation. The election authorizing the issuance of bonds to this amount was called, and carried by a total vote of 99 to 1.

## Treatment Plant Site

Having funds available, the directors then undertook the acquisition of a treatment plant site. The natural drainage of the whole territory is to the southwest along Buena Vista Creek. Although the valley

of Buena Vista Creek is not at present heavily populated, it is rapidly becoming so, and difficulty arose at once over the location of the plant. A tentative site had been selected about one and one-half miles down the valley from the district boundary. Further, it had been planned that the outfall sewer should follow a line through private property parallel to the creek. Opposition arose to both the site and the proposed routing of the outfall. The district, having already undertaken a rather bold project for such a small community, was anxious to keep within the estimated costs. Finally, after considerable negotiation, the Board of Directors agreed to move the plant down the valley another half-mile in return for being allowed to use the originally planned location of the outfall, and this agreement has been carried out. Final detail plans were then prepared by the engineers for the outfall and treatment plant, and contracts awarded for the construction work.

## Lateral Sewers

The lateral sewers in the various streets in the district are being installed by contract under the 1911 act, with the board of directors as the governing body and the same engineers working out the design. The cost of these lateral sewers can be paid in cash by the individuals whose property is benefited or may be paid off as ten-year special assessment bonds, secured individually by the parcels of property benefited. An advantage of this plan is that only such lateral sewers as are needed at this time are constructed and paid for by the adjoining property. Where no laterals are built, the property is taxed for its share of the general improvements, built under the general bond issue, but does not pay for lateral sewers.

## Act of 1923

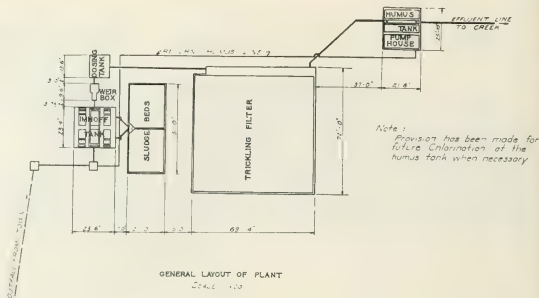
The Sanitary District Act of 1923 has a provision in it for taxing the district for sewer maintenance and operation. This tax is limited, however, to 10 cents on the \$100 assessed valuation, which in the case of Vista amounts to about \$700 annually. This very low limitation on the money available for operation had to be taken into account in the

design of the sewer system and treatment works.

The sewage is carried to the treatment plant through a 12-inch gravity outfall line. The grade of this line is such that it will serve an ultimate population of 5000. The outfall is of vitrified sewer pipe laid with asphaltic joints. The treatment plant is designed to serve an ultimate population of 2000. Preliminary sedimentation is accomplished with Imhoff tanks having a one and one-half-hour theoretical detention period in the sedimentation chambers at average design flow and sludge digestion capacity of two cubic feet per design capita. Secondary treatment is accomplished with trickling filterbeds having a total area of 4600 square feet and a depth of stone of six feet. Both the Imhoff tanks and the filterbeds are housed in substantial stucco buildings in order to improve the appearance of the plant and eliminate any possible insect nuisance. One of the largest factors in the selection of the type of plant was the limited operation funds available.

#### Sedimentation

In order to produce as clear and stable an effluent as possible with this type of plant, it was thought wise to include sedimentation of the



the preliminary Imhoff tank. The relative location of the various structures in the plant is shown in the accompanying general layout.

The work is being constructed under three separate contracts. The treatment plant is being constructed by H. A. Teget of Ontario. The total cost of the plant was \$27,452, of which about \$3800 is the cost of the buildings. The outfall sewer is being built by Stroud Bros. & Seabrook of San Diego. The amount of this contract was \$27,646. Part of this line is along a boulder-strewn hillside, and part is in ground

engineers, which undoubtedly accounts, in part, for the absolute confidence shown them by the voters of the district. In general, however, the sanitary district procedure is particularly adapted to the situation that it has filled in this case. The control is entirely local and completely representative of the various interests in a small community. The act is extremely workable and yet allows the taxpayer-voter complete expression of his personal opinion in the matter of taxes or issuance of bonds. To the small unincorporated



SKETCH SHOWING RELATIVE ELEVATIONS

filter effluent in the treatment process. To secure the best results from this final sedimentation, continuous removal of the humus that accumulates is essential. To put in a clarifier with mechanical removal apparatus would have necessitated too frequent attendance of the operator of the plant and made the operation cost exceed the amount allowable. It was therefore decided to put in a small Imhoff tank with very limited sludge capacity as a final settling tank. This arrangement accomplishes constant humus removal and obviates the need of too frequent attendance. The secondary Imhoff tank has sludge capacity for about one week's accumulation of humus during the filter unloading period. Arrangement has been made for pumping this humus to

water. The lateral sewers in the district are being built by Gadza & Gogo of Los Angeles, at a cost of \$41,000, there being 42,000 feet of lateral sewer.

#### District Directors

The directors of Vista Sanitary District are Chas. N. Bell, V. M. Eaton, Chas. M. Gunn, Chas. M. Stokes and A. C. Mankin. Burns-McDonnell-Smith Engineering Company of Los Angeles, California and Kansas City, Missouri, are doing the engineering work. The work at Vista has been carried out with exceptional freedom from any sense of political or legal hampering. The directors of this particular sanitary district are certainly to be complimented upon their management of the whole project. Three of these men are civil and hydraulic

California community considering the construction of a sewer system, the Sanitary District Act of 1923 is recommended as well worth consideration.

#### ANOTHER BOOSTER FOR PACIFIC MUNICIPALITIES

George H. Wood, Controller of Accounts, city of Pasadena, California: "PACIFIC MUNICIPALITIES is a very interesting publication, and I feel is doing a great deal to stimulate progress along municipal lines."

# Chula Vista's Difficult Traffic Problems

By SIDNEY E. CLYNE, *Chief of Police*

OWING to its close proximity to the border town of Tijuana, Mexico, Chula Vista has a particularly trying and difficult traffic problem. Not so much because of the heavy traffic to and from the horse and dog races, but on account of the intoxicated condition of the many drivers who take too many drinks before crossing the line, with the consequent danger to themselves, the occupants of other cars and the pedestrians on the highways.

By keeping a number of police officers patrolling the highways and thereby forbidding the use of such highways by reckless drivers and drunks, we have been able to keep the number of serious accidents down to a very low figure.

Because of the vigilance of our officers and the fact that the laws are enforced upon all persons alike, regardless of political position or social standing, and without fear or favor, there has been some criticism; but the praise and compliments received from so many people more than offset the knocks.

The State Motor Vehicle Act provides for the local regulation of traffic in cities by ordinances, and gives the necessary power to impose such regulations as the local conditions require, in addition to those prescribed by the state act. This insures the safety of the motoring public as well as those on foot. The city of Chula Vista has adopted the Uniform Traffic Ordinance that is in use in most of the cities in this state.

These traffic laws are very clearly written and are capable of being understood by those of ordinary intelligence. They, therefore, appeal to the common sense of every driver. The great trouble is not in the language, or in the requirements of these acts, but in the interpretation thereof and in the enforcement of the same. These laws are for the protection of all and should be respected by all alike.

Reckless and drunken drivers must be severely dealt with, but slight infractions of the law should at all times be governed by the circumstances. Where a driver has failed to observe a boulevard stop, made a wrong hand signal, or made no signal at all, and in other cases of slight violations of the laws, not intentional, or not knowing the laws, and there being no element of



SIDNEY E. CLYNE

danger involved, it should be the duty of the traffic officer to explain the laws and caution the driver, instead of making an arrest without comment.

Our traffic officers are particularly chosen for their fitness for the duties they are to perform, and are, consequently, men of discernment and capable of using discretion. They are able to judge whether a person is deliberately disobeying the law, is a reckless driver, or has only made a slight error which is harmless, and then can make the arrest, if deemed necessary. Such discretion is encouraged here, as it is infinitely better to give a driver a warning and let him proceed, rather

than to make an arrest for a trivial violation. This has always been the practice in Chula Vista. The traffic officer who can best regulate traffic is the most efficient, and not the officer who is continually making arrests, without considering the circumstances which caused the violation of the law.

The Motor Vehicle Act and the City Traffic Ordinance are not intended to be revenue producing laws, and the traffic officers should not be used for such purposes, so that by the regulation of traffic all may enjoy to the fullest extent the use of our city streets and highways.

Inadequate police protection for a city such as Chula Vista, with its many through streets and boulevards leading from Tijuana to San Diego, would be disastrous.

By its control of the traffic situation, its almost entire elimination of local crime, its watchful patrol of the city streets, its careful supervision of the school child's daily crossing of the congested traffic intersections and by its prompt response to any and all emergency calls, regardless of personal danger, day or night, the Chula Vista police department has demonstrated, beyond question, that the safety of Chula Vista is assured.

## ARTIFICIAL LIGHT AS AID TO SURGERY

The current issue of *Transactions*, the official publication of the Illuminating Engineering Society, contains a highly interesting paper on "Artificial Light as an Aid to Surgery," by Henry L. Logan, illuminating engineer of New York. Mr. Logan suggests a switching arrangement whereby different light patterns may be available for various types of operations.

Aviation lighting is discussed by T. E. Foulke. Data giving results of laboratory and field tests are shown. Problems encountered in the lighting of large office buildings and the effect of lighting on renting conditions are discussed by William Foulks and C. M. Bunn.

*Transactions* describes the new method of cleaning the inside of an

incandescent lamp. A small amount of tungsten powder is put in the lamp before sealing to be shaken gently, thus permitting the tungsten particles to do the scouring job required on the inside after many hours of use.

Interested persons may secure *Transactions* on application to the Illuminating Engineering Society, 29 West Thirty-ninth Street, New York City.

A committee appointed by the Mill Valley (Marin County) City Council is studying the feasibility of the annexation to the city of the settlements of Ato, Marin Heights, Homestead Valley and the land adjoining the Mill Valley Country Club. The proposed incorporation would add 1500 citizens to Mill Valley's population, bringing the total close to 8000.



Top: Longitudinal float being used on Pico Boulevard, Los Angeles. This equipment has been a big factor in making Los Angeles' concrete streets noted everywhere for their smooth-riding qualities. Center: Dummy joint work on City of Los Angeles' 20-foot concrete road work. Steel strips are placed in the concrete, later pulled to the surface, edged and removed. The joints are filled with asphalt filler. Bottom: Winnetha Street, Los Angeles, 20-foot concrete pavement. Longitudinal dummy joint formed with steel strips. George Curtis, contractor.

# Los Angeles Buys Most Pavements Cheapest



By J. E. JELLYCK

Manager, Pacific Coast Offices,  
Portland Cement Association

**T**HROUGH large scale production of pavements and the use of efficient and approved construction methods, Los Angeles in 1928 laid more concrete surfacing than any other American city, and at a lower cost.

Practices recognized by leading pavement authorities all over the country are incorporated in Los Angeles' specifications, and for this reason the Los Angeles citizen may feel that although his city's per capita debt is low, he is getting full value for his tax dollar.

## Water Cement Ratio Law

For instance, the water cement ratio law, developed after years of exhaustive research and experimentation, is in effect used in Los Angeles. In its simplest terms, this law states that within the limits of workability, the less water used in a mix, the greater will be the strength of the concrete. More technically, the strength of the concrete is inversely proportional to the amount of water used per sack of cement in mixing. Los Angeles' specifications require that no more than fifty-three pounds of water per sack of cement be used, and that the compressive strength of the concrete at twenty-one days of age shall be at least 1000 pounds. Test records show that the concrete being laid in this city is better than the satisfactory concrete laid a few years ago.

## Pavement Strengths

In 1921 the average concrete pavement strengths were a little better than 2000 pounds per square inch in compression. By improving the specification and by closer inspection those strengths have gradually been increased from year to year until in 1928 the average compressive strength of concrete in con-



J. E. JELICK

crete pavements was 3400 pounds, an increase of 70 per cent in seven years. And all this at no greater cost per square foot of pavement.

Modern pavement building practice calls for attention to details that were frequently overlooked so short a time as ten years ago. First of all concrete should be properly mixed with ample time for the aggregates, cement and water, to be thoroughly intermingled. This has brought about the usage of a timing device attached to the mixer which causes a bell to ring when the time limit has expired.

#### Use of Template

Another detail which receives close attention in Los Angeles is the use of the template in the area between the mixer and the place where the concrete is to be placed. Thus all roughened subgrade surfaces created by trucks and so on and the mixer itself are smoothed out. This assures a uniform pavement thickness.

Chute placing of concrete has given way in Los Angeles to placement by boom and bucket. "Dry" concrete, as required by the water cement ratio law, and the chute do not go together. The passage of the chute signifies the trend toward better concrete.

Particular attention is paid to joint and curb construction. Eight-inch pavement is thickened to ten inches at longitudinal joints and along the sides when no curb is used. The pavement is likewise thickened at transverse joints. Curb construction eliminates the outer thickened edge.

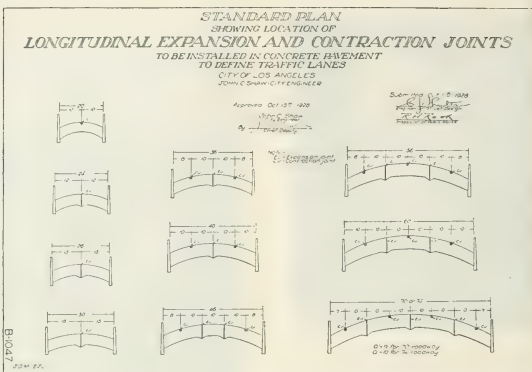
Major Shaw, City Engineer, when he assumed office realized the need of expansion and contraction joints in concrete pavements. Immediately



*At top: 8-inch concrete pavement, 70 feet wide, on Florence Avenue, Los Angeles. Center: Washington Boulevard, between Central and Alameda. Built in 1925 of 8-inch concrete. Carries very heavy traffic and maintenance has been negligible. Bottom: Pico Boulevard reaches from Los Angeles to the ocean. It has more than 10 miles of 70 feet wide concrete pavement, 8 inches thick.*



JOHN C. SHAW  
City Engineer, City of Los Angeles



he instructed his department to experiment with different combinations of "through" and "dummy," or "weakened plane" joints. The results were so satisfactory that now the city specifies through transverse expansion joints at certain intervals with contraction, or weakened plane transverse joints at intermediate points not to exceed twenty-five feet apart. The standard plan B-1047 shows the arrangement of longitudinal expansion and contraction joints for all widths of streets from twenty feet to seventy-four feet. In no case does the width of the slab exceed twenty feet, and the contraction joints are placed ten feet apart to define the traffic lanes. Wilshire Boulevard was recently completed from the city of Beverly Hills to Soldiers' Home, using this type of construction, and Riverside Drive is now under construction with the same type. This is now

standard practice, and with the transverse expansion and contraction or weakened plane joints properly spaced, cracks that occur where the pavement is not properly designed have been entirely eliminated.

#### Low Indebtedness

Fast growing cities usually experience "growing pains," particularly in regard to financing matters. Although Los Angeles' growth has been phenomenal, with the population increasing from 625,000 in 1921 to one and one-third millions in 1928, indebtedness has been kept remarkably low.

Economical pavement construction has played an important part in this achievement. Through careful planning by the Los Angeles Public Works Commissioners, and the strict adherence to the city engineer's estimates, Los Angeles has

been enabled to keep her concrete pavement costs below those of any other large municipality.

Recent comparative costs for eight-inch concrete pavement laid in large cities are as follows:

Philadelphia, \$1.33 square foot.  
Detroit, 61 cents square foot.  
New York, 55 cents square foot.  
Cleveland, 39 cents square foot.  
Boston, 39 cents square foot.  
St. Louis, 38 cents square foot.  
Pittsburgh, 34 cents square foot.  
Washington, 28 cents square foot.  
Los Angeles, 23 cents square foot, or 26 cents including grading.

Los Angeles is making admirable progress in paving, with 1567 miles of the total of 2670 miles of improved streets being permanently paved. With such a great mileage it is of paramount importance that pavement construction costs shall be low and that the cost of maintenance shall not become burdensome.

### CITY CONTROLLER OF PASADENA AWARDED CERTIFIED PUBLIC ACCOUNTANT'S CERTIFICATE

GEORGE H. WOOD, City Controller of Accounts of Pasadena, is receiving congratulations of friends on his success in having passed successfully the examination for certified public accountant, a certificate for which he has received.

For some little time Mr. Wood had been attending evening classes of the extension division of the University of Southern California and the University of California at Los Angeles.

Last year he took the examinations of the California State Board

of Accountancy and the American Institute of Accountants. He passed successfully in all subjects, which included accounting theory and practice, auditing and commercial law, and income tax.

To obtain the certificate of certified public accountant one must have not only passed the examinations held by the State Board of Accountancy, but must have had also some years of practical experience in auditing and accounting.

Mr. Wood has followed accounting for twenty years. Before lo-

cating in Pasadena he had considerable experience in auditing and accounting work, and his work in that connection as Controller of Accounts for the City of Pasadena has been recognized by numerous municipalities in California. At various conventions of the League of California Municipalities he has delivered addresses on municipal accounting and revenue controls.

Mr. Wood always has served the City of Pasadena with unusual ability. Having achieved the rank of a certified public accountant he is the better prepared to meet the numerous problems that arise in connection with the auditing and accounting of his city's financial transactions.

## "WEALTH"

Is not secure if some of  
it procures no safety."

*Chinese Proverb*

**Y**OUR capital—large or small, invested in a home or business, deserves adequate protection.

Under-insured or non-insured property is a risk which always proves costly in the end.

Sound stock fire insurance costs little and affords liberal protection.

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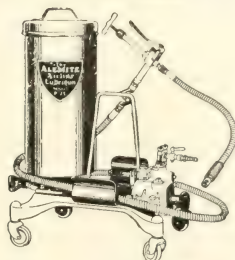


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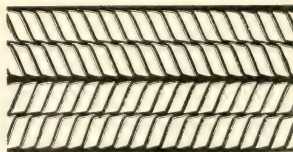
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## BETTER STREETS WOULD INCREASE CAR OWNERSHIP

By E. E. DUFFY

TWO million people living in New York City, Chicago, Philadelphia and Boston do not own automobiles because there are not enough good roads and streets.

Based on the car ownership ratio that prevails in Detroit, New York City should own more than one and one-half million passenger cars instead of 560,000. By the same reckoning, Chicago should have an additional 535,000 cars; Philadelphia, 360,000, and Boston, 115,000.

In Detroit there is one car for every 3.5 persons. The reason for this high rate of car ownership is found in the first-class pavement mileage that makes it possible for Detroit motorists to get out into the country comfortably and quickly. Wayne County, in which Detroit is located, has the equivalent of about 400 miles of smooth pavements of a forty-foot width.

Los Angeles, possessed of a network of smooth pavements, both within and near the city, has the astonishing ratio of one car for each 2.25 persons.

Bad pavements, great mileages of which are found in most cities, constitute the greatest obstacle to car buying. Along with narrow streets, "bottlenecks" and the absence of high-speed arteries, bad pavements account for the low car ratio of one vehicle to every seven persons in Boston, and of one passenger car for every nine living in Philadelphia and Chicago.

New York has urgent need for extensive pavement replacing. The poor pavement surfaces that exist on many streets throw an undue burden on a few main routes. The chief pleasure use of the car is country motoring. In this city countless people do not own cars because they do not care to buck the evening and week-end traffic congestion.

More outlets to the open country must be built in all population centers, and these outlets must be at least forty feet wide.

In the meantime, in just four of the largest American cities, 2,000,000 individuals and families are being denied the pleasures of motoring.

## ZONING REGULATIONS EXIST IN 754 CITIES

Progress in zoning regulations is indicated in a survey by the Division of Building and Housing of the Department of Commerce, which shows that 754 municipalities now have ordinances of this type. The full text of the statement, issued recently by the department, follows:

The extent to which the municipal zoning idea has spread through the United States in recent years is revealed in a survey just completed by the division. In 1916, the survey shows, zoning regulations were in force in only eight cities. The number increased slowly until 1920, after which the progress was rapid. At the end of 1928, 754 cities, towns and villages in all parts of the country, having a total population in excess of 37,000,000, had regulations designed to promote construction and use of buildings so as to conserve the interests of home owners and other property holders, in conformance with the public welfare.

During 1928, 87 municipalities passed zoning ordinances, while 101 either adopted more comprehensive zoning ordinances or amended existing regulations to make them more effective. An analysis of the 87 new zoning ordinances which were passed shows that 44 were comprehensive; that is, the use, height and area of buildings were regulated; 27 merely controlled the use of buildings; seven regulated the use and area of buildings, and two were merely temporary ordinances pending the preparation of a zoning ordinance to suit local requirements.

New York is the foremost state in the Union in the number of its municipalities having zoning ordinances in effect with a total of 131. New Jersey is second with eighty-four; California third with seventy-three; Illinois fourth with seventy-one, and Massachusetts fifth with sixty-two. Pennsylvania, Ohio, Michigan, Wisconsin and Kansas follow in the order named.

Copies of this survey, "Zoning Progress in the United States," may be obtained upon application to the Division of Building and Housing, Department of Commerce, Washington, D. C.

## BULLETINS RECEIVED

**Wagner Electric Corporation, St. Louis, Mo.**—No. 164. Twelve-page pamphlet on transformer performance; a discussion of the losses which occur in distribution and power transformers; the method of making tests on transformers to determine their acceptability and the calculations of operating characteristics from the test data.

No. 162. Containing complete Wagner transformer oil specifications originally prepared for their own organization only, but recently released for transformer buyers and users.

\* \* \*

**The Asphalt Association, New York.**—Development of the asphalt industry in the United States. Of the 4,948,587 short tons of asphalt produced and consumed in 1927, statistics of the U. S. Bureau of Mines show that 3,951,450 tons, or about 80 per cent, was manufactured or recovered directly from petroleum.

\* \* \*

**General Electric Company, Schenectady, N. Y.**—No. 67A. Float switches for use with automatic pumping equipments for water-level control. No. 594A. G. E. automatic control panels for industrial electric heating. No. 161D. Novalux floodlighting projectors. No. 788A. Normal starting torque; for full-voltage starting general purpose squirrel-cage motors. No. 1114. Solenoid-operated valves, for the remote control of liquids and gases. No. 517B. Totally inclosed fan-cooled DC motors, 2 to 51-horsepower. No. 1106. Magnetic switch, across-the-line starter for induction motors with motor-circuit switch and fuses.

No. 81. GEC industrial heating devices. No. 588B. G. E. centrifugal compressors, geared units. No. 1086. G. E. Novalux constant-current transformers, automatic station type RF. No. 800A. G. E. Novalux constant-current transformers, type RO.

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*Recommendations and estimates  
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# Southern California Association of City Clerks, Auditors, Assessors and Treasurers Pasadena, California

By RUTH E. MEILANDT, *Secretary-Treasurer*

## Luncheon

AT 12:30 o'clock, eighty-one members and visitors representing twenty-seven cities assembled in the Grill Room of the Hotel Maryland, where a delightful luncheon, arranged by George H. Wood, city controller of Pasadena, was served.

Clayton R. Taylor, chairman of the Board of Directors of the city of Pasadena, welcomed the association as guests of the city of Pasadena.

President Brison called for introductions by cities, and representatives of twenty-seven cities stood and made their presence known. Jack Albers of Beverly Hills presented Mae Hynes, city clerk of Azusa, who was in attendance at the association meeting for the first time, and J. W. Charleville of Glendale introduced the new city treasurer of Glendale, Mrs. Blanche H. Gartley. Our members, Glenn C. Chapman, who was recently elected city clerk of Glendale, and F. S. Webster, who was reelected as city clerk of Burbank, were welcomed into continued membership in the association.

Emery E. Olson and William Henley of the University of Southern California were present, and Mr. Olson spoke briefly in regard to the short course, to be held June 8 to 15, inclusive, and June 15 to 22, inclusive, telling of the merits of the course and the improvement in same over last year, and urging all to make plans to attend.

## June-August Meetings

Glenn Chapman of Glendale reminded the association of the next meeting which is to be held in Glendale on June 15, and Ruth Meilandt of Ventura also called to mind the association meeting to be held in Ventura on August 17.

During the luncheon, community singing was had, led by George H. Wood of Pasadena, after which a quartet, composed of A. W. Langley, Clerk of Monterey Park; F. W. Munson, City Accountant for South Gate; J. Oliver Brison, the honored and dignified President, and A. W. Edwards, Deputy Controller of Pas-



RUTH E. MEILANDT

SO THAT the cities of San Diego County might partake of its benefits, the name of the Central Southern California Association of City Clerks, Auditors, Assessors and Treasurers has been changed to the Southern California Association of City Clerks, Auditors, Assessors and Treasurers. The change was made at the Pasadena meeting, herein reported by Miss Meilandt.

adena, burst into prominence and sang a very touching number.

Herman A. Nater, President of the Advertising Club of Los Angeles and Vice-President of the Bank of Italy, was presented by President Brison and delivered a very interesting address on the subject of "By-Products." Mr. Nater's interest in the organization was commended by the President and he was enthusiastically invited to attend the meetings of the association whenever possible.

A. W. Langley of Monterey Park introduced a magician, Frank Allen, who entertained the group with sleight-of-hand stunts and card tricks. He was ably assisted by Jack Albers and J. W. Charleville.

## Business Meeting

The business meeting was held in the lecture hall of the new Pasadena Public Library.

The name of the association was changed by resolution from Central Southern California Association of City Clerks, Auditors, Assessors and Treasurers to Southern California Association of City Clerks, Auditors, Assessors and Treasurers, so that the cities of San Diego County might partake of the benefits of the organization.

The meeting was addressed by George A. Damon, Consulting Engineer, who gave a very interesting talk on the subject of "Distribution of State License and Gasoline Taxes." Mr. Damon explained a chart he had prepared for the occasion and gave statistics regarding the fees received and distributed. He suggested that a formula be worked out whereby each City would get its fair proportion of the fees and taxes.

At the close of Mr. Damon's talk a committee of five, composed of George H. Wood, Victor D. McCarthy, R. B. Hedrick, J. W. Charleville and O. E. Coombs, was appointed to investigate the present situation and make plans for a fair distribution of the State licenses and gasoline tax monies to the cities and towns, and report at the next meeting some recommendation that can be made to the Board of Supervisors.

J. H. O'Connor, Deputy County Counselor of Los Angeles County, was next introduced, and he presented an interesting disclosure on pending legislation which affects the municipality. His remarks were educational and the subject well presented.

At the close of the meeting the appreciation of the association was shown by a rising vote of thanks to the City of Pasadena, Mr. Wood, Miss Chamberlain and the speakers for their efforts in having presented the most successful meeting in the history of the association.

Those who were present are as follows:

John G. Spielman, City Assessor, Dorothea M. Spielman, guest, Long Beach; Ben. S. French, Jr., guest, Julia L. Sutton, Deputy City Clerk, L. Louise Wier, guest, Pasadena;

William E. Smith, City Treasurer, Mrs. W. E. Smith, guest, Burbank; Miss Leah Smuck, Chief Clerk-Assessor, Miss Madelyn Stafford, Assessor's office, Mrs. J. G. Spielman, guest, O. E. Coombs, Deputy Auditor, Mrs. Black, Deputy Auditor, Charles D. Bradley, Deputy Auditor, Foster N. Ball, Deputy Auditor, F. W. Bejcha, Deputy Auditor, Miss Short, Deputy Auditor, Long Beach; M. L. Birnie, City Clerk, Chino; Mrs. Anna L. Goodyear, City Treasurer, George H. Cooper, City Clerk, Mrs. George H. Cooper, guest, Signal Hill; Blanche V. Gartley, City Treasurer, J. W. Charleville, City Manager, Glendale;

H. W. Huntzinger, City Treasurer, Nettie A. Hewitt, City Clerk, South Pasadena; Joana T. Heeb, Deputy City Clerk, A. Ewald, Deputy City Clerk, Lucille Scrinin, Secretary-City Clerk, G. E. Chapman, City Clerk, Glendale; C. Arrasmith, Clerk and Manager, Fillmore; A. E. Stockburger, City Manager, Alhambra; Ira H. Stouffer, City Clerk, C. C. Pearson, City Treasurer, San Gabriel; M. A. Hynes, City Clerk, Azusa; Jack C. Albers, City Engineer, H. A. Harrison, Auditor, Beverly Hills; Emery E. Olson, U. S. C., William B. Henley, U. S. C., Los Angeles; S. F. Cheshire, City Assessor, A. W. Edwards, Deputy Controller, Pasadena; Robert M. Hicks, Councilman, Robert W. Jones, Councilman, E. L. Taylor, Councilman, Long Beach; A. C. Earley, Deputy City Clerk, La Habra; R. S. Chaffice, guest, Edwin

R. Green, guest, William B. Edwards, guest, Pasadena; A. W. Langley, City Clerk, Mrs. A. W. Langley, guest, Glenn M. Ely, City Attorney, Mrs. Glenn M. Ely, guest, Monterey Park; F. S. Webster, City Clerk, Mrs. F. S. Webster, guest, Burbank;

Dr. F. D. Ashleigh, City Treasurer, Montebello; W. P. Mahood, City Clerk, Huntington Park; S. D. Samson, City Treasurer, Mrs. S. D. Samson, guest, Hermosa Beach; I. A. Swartout, City Clerk, San Fernando; F. W. Munson, Auditor, South Gate; R. B. Hedrick, City Treasurer, Maude Hecock, City Clerk, Compton; H. C. Peiffer, City Clerk, South Gate; Mrs. Victor D. McCarthy, guest, Victor D. McCarthy, City Clerk, El Segundo; George A. Damon, guest, Pasadena; Mrs. J. Oliver Brison, guest, J. Oliver Brison, City Clerk, Long Beach; Herman A. Nater, guest, Los Angeles; Clayton R. Taylor, Chairman Board of Directors, Pasadena; C. J. Pegler, City Treasurer, I. A. Robertson, Deputy Clerk, L. Dietz, City Clerk, Sierra Madre; Ira D. Lee, Assessor Department of Finance, Loretta Hoffman, Clerk Department of Finance, Florence M. Coyur, Treasurer Department of Finance, Santa Monica; B. H. Rhodes, City Treasurer, Frederick G. Stoeler, Assistant City Attorney, Bessie Chamberlain, City Clerk, Pasadena; Mrs. F. A. Dupar, Assistant City Clerk, F. A. Dupar, City Clerk, Annetta Monroe, City Treasurer, Monrovia; Ruth E. Meilandt, City Clerk, Ventura.

tation, being one on the power of the Legislature, has no application to cities existing under Freeholders' Charters adopted pursuant to the Constitution, and a fortiori to cities having a water board or department constituting an entity distinct from the city itself, and where the stock is purchased out of the revenues of a proprietary water system and not by the use of governmental funds.

This question is now squarely presented to the court for decision in the case of Forbes vs. City of Los Angeles now pending in the District Court of Appeal at Sacramento. The briefs on file present the question very fully and should be of interest to the city attorneys of numerous cities where the question of the right of the city to obtain a water supply from a mutual water company has arisen.

The League will be glad to furnish more detailed information to any municipalities which may be interested in the question.

## GENERAL ELECTRIC SALES FOR FIRST QUARTER OF 1929

General Electric Company sales billed for the first three months of 1929, announced by President Gerard Swope, amounted to \$83,385,015.49, compared with \$71,640,790.40 for the corresponding period last year, an increase of 16 per cent. Profit available for dividends on common stock for the first quarter of 1929 was \$13,862,298.06, compared with \$11,261,842.71 for the corresponding three months last year.

The comparative statement of sales and earnings for the three months follows:

	1929	1928
Net sales billed	\$83,385,015.49	\$71,640,790.40
Less: Cost of sales billed, including operating maintenance and depreciation charges, reserves, and provision for taxes	73,206,297.14	63,404,807.62
Net income from sales	10,178,808.35	8,235,982.78
Other income, less interest paid and sundry charges	4,527,157.96	3,069,504.23
Profit available for dividends	14,505,966.31	11,905,487.01
Less: Cash dividends on special stock	643,688.25	643,644.30
Profit available for dividends on common stock (7,211,481.84/100 shares, issued)	\$23,891,798.06	\$11,261,842.71

The profit available for common stock for the quarter is equivalent to \$1.92 per share in 1929 and \$1.56 per share in 1928.

Orders received during the first quarter of 1929 amounted to \$101,365,208, compared with \$79,925,840 for the corresponding quarter last year, an increase of 27 per cent.

## THE POWER OF MUNICIPALITIES TO OWN STOCK IN MUTUAL WATER COMPANIES

By S. B. ROBINSON, Los Angeles, California

THERE has been much discussion from time to time of the question of the power of municipalities to own stock in mutual water companies. In some portions of the state the water of mutual water companies is the only supply available for city parks, public building grounds and the like, and inasmuch as mutual water companies can only supply owners of stock in the company, such municipalities from necessity have become stockholders in such companies. Many have feared that, although such stockholding was a practical necessity, it might be invalid under the provisions of Section 31 of Article IV of the State Constitution to the effect that the Legislature "shall have no power \* \* \* to authorize the state, or any

political subdivision thereof, to subscribe for stock or become a stockholder in any corporation whatever."

### Proposed Amendments Failed

In the past amendments to the Constitution have been proposed to meet this situation, but have failed of adoption—probably because of the failure of the general voting public to realize the necessity for such stockholdings—and a similar proposed amendment is pending before the present Legislature.

Many attorneys, however, believe that the constitutional limitation does not apply to any cities, for the reason that cities are "political corporations" and not "political subdivisions," and, furthermore, that even if the converse were true, the limi-



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*"Dad" Mason broadcasting*

## A FRATERNAL TRIP

ONE morning a few weeks ago it was my delight to get up very, very early—almost in time to see the sun rise. After getting my breakfast I waited—waited for that chauffeur of mine, the Magazine Manager, who had promised to take me on a trip, starting early. During the period of waiting I paid my first fraternal visit of the day to the City Hall of the home town (Hoover's and mine), where I found everyone busy getting ready for a busy day. But not so busy as to fail to give me a cheery greeting. Then I was shown a few things—financial statement furnished the city council at every meeting, the loose-leaf assessment roll, and the method of billing municipal utility service. All good stuff. Could have stuck around awhile longer, but I was afraid that I might keep my chauffeur waiting.

\* \* \*

Then we were off on a 150-mile trip. Stopped at Mountain View, Sunnyvale, Saratoga, Los Gatos, Santa Cruz, Watsonville, Gilroy, Morgan Hill, San Jose and Santa Clara. Owing to the number of calls on the list, the visits, necessarily, were of the "fashionable" kind. Could only see the inmates of the City Hall; would much like to have met the Councilmen and the others around town, but just couldn't do it. The receptions that we met with were extremely cordial. Everyone said: "Glad to see you," "Come right in and sit down," "Make yourselves at home." It was evident that politeness had become a fixed habit with these City Hall attaches and I was impressed with its value as a municipal asset. It is just as important for a city to have pleased citizens as it is for a merchant to have satisfied customers, or a dairyman to have "contented" cows. And there is no substitute for politeness in the production of contentment and in the pro-

motion of a spirit of confidence between the public and its servants. In this connection the Magazine Manager remarked:

"I don't wonder that they hold their jobs as long as most of them seem to do."

\* \* \*

### What Those Cities Are Doing

Naturally, we couldn't help picking up a few items of public interest as we stopped at the various cities, and we found projects contemplated that, sooner or later, will produce a good magazine story. And right here the items may be noted:

Palo Alto is developing an aquatic park on the shore of the south San Francisco Bay; is endeavoring to acquire from the Pacific Gas and Electric Co. that portion of the electric distribution system that is within the area of what used to be Mayfield, now a part of the city. The annual amount of new paving is now under way. Palo Alto, be it known, has its own paving plant, and the property owners pay the city, in most cases in advance, and the work is done at cost with a consequent saving.

Mountain View expects to practically complete its paving program this year and then all of the streets will be in fine condition. It is also endeavoring to acquire a municipal lighting system.

Sunnyvale is putting on the finishing touches to its new City Hall, which it will dedicate next month. Last month's magazine told all about it. More street work is contemplated.

Saratoga is talking about becoming incorporated.

Los Gatos has an elaborate paving program, but is in litigation about it. Also doing something with city planning.

Santa Cruz has a big sewer project on hand that will merit a magazine article very soon. Got a lot of the details of the recent fight over the proposition of the city's acquiring a lighting system which would be mighty interesting reading and may be published one of these days. The project was beaten by the voters, but Mayor Swanson, who sponsored it, was triumphantly reelected.

Watsonville has plans completed for extensive improvements to its water system. These include the construction of a new reservoir, a system of sand filters and a lot of new water mains. Magazine article to come later.

Morgan Hill is also improving its water system by the laying of mains.

San Jose is interested in street paving, a grade separation project and city planning.

Santa Clara has just awarded a contract for \$90,000 worth of street pavement—six-inch concrete.

Opened bids for \$80,000 bonds for storm water and new outfall sewer to extend to the bay.

Might as well add this item: Redwood City recently voted \$55,000 for harbor improvements, and contemplates another bond issue for \$65,000 for a new City Hall.

\* \* \*

### Another Visit

A couple of weeks ago I had occasion to spend a day in Chico. Met the new City Manager, Mr. Hume; the new Chief of Police, Mr. Tovey; the new Mayor, Mr. Bainbridge, and one of the new Councilmen, Dr. Meyers. This sounds as if there were a new broom thereabouts. Hope it functions proverbially. Work in the construction of new sewage works, new sewers in the newer additions and a new outfall has been started. This reads like a regular collection of news. The new work is expected to cost \$260,000.

\* \* \*

### The Golden Rule

This is something that everybody has heard of and seldom seen. Whether this law is extinct, like the dodo bird, or never came into being, like democracy, is uncertain in the minds of most people. Still, there have been numerous attempts made to apply the formula. Some of you older ones may recall the reign of Golden Rule Jones of Toledo, Ohio. There was a man who conducted his private business on the basis of Christ's celebrated rule of conduct with such success that upon him was bestowed the appendage above noted. As a further demonstration of approval the voters of his city

elected him Mayor and reelected him until he died. Then his official mantle fell upon the shoulders of one of his disciples, Brand Whitlock, who, you will recall, strikingly upheld humanitarian principles as Minister to Belgium during the World War.

These examples, it seems to me, furnish evidence that the maxim of doing unto others as ye would that others should do unto you, has an element of practicability; that it is not a mere idealism. Also, that it is practicable in the domain of politics. A new generation has come into being and power since Golden Rule Jones served his chosen people. It would appear as though we might offer a demonstration of the utility of this rule at least once in a generation. Is such a thing possible? I have some doubts. You see, the preaching of this rule is not sufficient; it should be taught and its beneficent results demonstrated. I doubt if our younger generation has really been taught anything about it, and this is said without apologies to our vaunted educational system. But I have no intention of sermonizing. Nevertheless, I would rejoice in the second coming of some Golden Rule Jones. He is now due.

\* \* \*

### Cities Making Money

The last Controller's report of the financial transactions of cities contains the following figures showing the ordinary receipts and ordinary expenditures of the twenty-three municipally owned and operated electric lighting systems:

#### Municipal Lighting Plants

	Receipts	Payments
Los Angeles .....	\$12,658,994	\$6,531,248
San Francisco .....	2,391,088	1,374,873
San Jose .....	417,911	259,797
Pasadena .....	1,130,295	504,730
Riverside .....	522,271	244,164
Glendale .....	808,604	316,036
Palo Alto .....	202,361	118,328
Anaheim .....	157,401	80,851
Santa Clara .....	83,846	40,416
Lodi .....	113,048	64,227
Roseville .....	80,241	37,523
Colton .....	65,893	40,282
Burbank .....	240,258	139,250
Redding .....	79,729	30,642
Azusa .....	43,637	34,763
Healdsburg .....	45,787	30,213
Ukiah .....	40,198	23,352
Lompoc .....	43,736	19,220
Banning .....	32,138	18,903
Gridley .....	35,595	15,872
Biggs .....	6,236	4,504
Avalon .....	39,083	33,600
Tehachapi .....	14,330	13,484

\$19,554,222 \$9,956,295

Total bond, interest and redemption .....\$3,326,902

This shows nearly ten millions of dollars net profits.

### Gilroy Clubmen Paint Landmark for Air Voyagers



Photo Courtesy: The San Francisco Chronicle

Standing, left to right: Harry Wilkinson, Guy Smith, George Smith, L. W. Wheeler, firing the starting gun; Ben Levin, Jack Howsen and Gene Pappini. Sitting, left to right: Steve Ryan, Charles Whitehurst, M. Chappell, Vernon Gwinn, James Greig, John Stelling and Treadwell Norris

IT TOOK fourteen volunteer painters eleven minutes and fifty-eight seconds to use up five gallons of yellow paint at Gilroy one day recently, when clubmen of that thriving city painted an air mark "GILROY" for aviators.

So that those who look down to see where they are, the Kiwanis and Young Men's Business clubs of Gilroy staged a Sunday contest. The word "GILROY" was inscribed on the roof of the L. W. Wheeler Seed Company warehouse. Each club took one side of the sloping roof.

The race was declared a tie by the judges, James Lewis, Fred Howard and J. Banditini, though the Kiwanis made the best time.

After the contest the team celebrated at a breakfast. Almost as much paint was in evidence on the

overalls of the painters as on the roof. The dining room was decorated in red for the "flaming youth" of the Young Men's Business Club, and in green for the Kiwanis team. Speeches were made by Mayor James Princevalle and Mr. Banditini.

The sign, laid out by R. V. Norrington, secretary of the Gilroy Chamber of Commerce, is visible at a height of 7000 feet. The teams were composed of:

Kiwanis Club—Steve Heck, Ben Levin, Harry Wilkinson, Guy Smith, George Smith, Gene Pappini and Jack Howsen.

Young Men's Business Club—James T. Greig, Charles Whitehurst, M. Chappell, John Stelling, Vernon Gwinn, Steve Ryan and Treadwell Norris.

Dr. P. J. Cuneo, city health officer of Bakersfield, and Dr. Joseph Smith, health officer of Kern County, are carrying on an active, intensive campaign to secure the immunization against diphtheria of the school children of their respective territories. More than 7200 children in the city and in the county have received toxin-antitoxin.

The Wagner Electric Corporation announces the appointment, effective May 1, 1929, of L. G. Tandberg as branch manager of its Los Angeles sales office, 1220 South Hope Street.

Miss Kate Leeper, Los Angeles County public health nurse of the Belvedere district, died recently. Miss Leeper was the first public health nurse of the county health department to pass away since the establishment of the department in 1916.

Three hundred miles of highway are now being constructed in California through the United States Government, through the Federal aid fund. The roads now being built will cost \$10,649,170.59 and of this sum the Federal Government will pay \$4,906,898.80.



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

## SOME OF OUR NEW LAWS

### *Cities Liable for Negligent Operation of Their Motor Vehicles*

THIS measure, introduced as Assembly Bill 595, adds a new section to the Political Code (Sec. 1714½). It makes a municipality liable in damages by reason of death or injuries to person or property, as a result of the negligent operation of an automobile by any officer or employee of the city. By its terms a city is expressly authorized to take out insurance against such liability.

Before the bill was signed, the executive secretary of the League, as chairman of the Legislative committee, sent out a circular letter to every Mayor in the State, calling attention to the bill and suggesting that word be sent to the Governor immediately in case they were opposed to it. The letter evidently was regarded as an invitation to oppose the measure, as many telegrams were received by the Governor, requesting him to withhold his approval. However, there were many who felt the measure was a just one despite the fact that it would enhance the cost of city government to some extent.

Advocates of the measure contended that the old theory of public nonliability in the performance of governmental functions was indefensible from the standpoint of justice, and several instances were cited in support of this contention, among them being the case of a young lady who was crippled for life two years ago by reason of a runaway fire engine in San Francisco.

The opposition came from city officials who were afraid the measure would open the door for various abuses, but the Governor was finally persuaded to approve the bill for, as we might say, the cause of humanity.

No criticism should be directed at the Governor for signing the bill. As a matter of fact, his action was commended by many city officials

who believed that the measure was sound in principle. And right here it may not be amiss to say that no Governor has ever given the city officials more consideration or shown a finer spirit of cooperation and desire to do the right thing than the man who now occupies the executive chair at Sacramento. The league has the Governor's complete confidence, and that confidence is reciprocated one hundred per cent.

### Sewage Research

The bill appropriating \$40,000 for investigation and research into the disposal problem of certain forms of sewage and industrial wastes, which was introduced at the request of the league, was sent to the Governor on May 15 and will undoubtedly receive his signature.

### Street Law Amendments

It is too early to tell much about changes in our street improvement laws, suffice it to say it might well be summed up in the remark Amos frequently makes to Andy over the radio: "Oh, what a mess!" The proposed amendments were so numerous, so lengthy, and of such a variety as to indicate a determined effort on the part of somebody to "gum up the works." As a final result, most of them went "Boom, and awfaw down." The situation contributed in no small degree to the passage of a measure providing for a legislative commission to investigate the whole subject of our street laws, their codification and improvement.

### The New Law Regarding Traffic Officers

One of the most important measures adopted at the recent session was an amendment to the Motor Vehicle Act regarding the appointment and control of traffic officers. The measure is designed to secure a higher type of officer, provide for their training and remove them from local influences. Here in California, where we have so many tourists motoring over our fine highways, it is important that we have competent traffic officers. Heretofore many of them have been laboring under the impression that their jobs depended upon making a certain number of arrests, so that the fines

collected would at least be sufficient to pay their salaries. The idea that a traffic officer is appointed to "serve" the public rather than harass and annoy them, never entered their heads. The new law undoubtedly will enable much better men to be obtained by the department and give more general satisfaction all around.

### *Pacific Municipalities*

How do you like the new style of magazine?

With the publication of this issue, six months will have rolled around since PACIFIC MUNICIPALITIES took on its new form and style under the management of Mr. George H. Allen. So far as I have been able to learn, comments on the change have not only been favorable, but quite laudatory. Mr. Allen is an optimist and a man of vision. He realizes the importance of the work in which we are engaged, and the part which the magazine should play in the doing of that work. Mr. Allen has started out to make PACIFIC MUNICIPALITIES the leading magazine of its kind on the Pacific Coast, and there is not a particle of doubt but that he will succeed.

Commencing with the next issue there will be a new department in the magazine devoted to "Questions and Answers," which is being provided in response to a general demand.

PACIFIC MUNICIPALITIES is destined to be the leading publication in the country devoted to municipal government and municipal improvements and, to that end, your hearty cooperation and loyal support is earnestly solicited.

### A Full-Time Secretary

The League of California Municipalities is thirty-one years old. From its humble beginning of thirteen cities and thirty-nine officials at its first convention, it has grown to a membership of 250 cities and has an attendance of 1000 and more at its annual conventions.

In the beginning it was arranged that the secretary should give but a small portion of his time to the League's business. This was necessary because of the limited income.

But times have changed. The League has become a great institu-

tion. In the halls of legislation no organization builds a greater influence or has a higher standing than the League of California Municipalities. This has been accomplished despite the fact that your executive secretary has been able to render only part-time service.

The complexities of municipal government and the extension, development and variety of municipal improvements have increased to an extent never heretofore dreamed of. Under the circumstances it is the belief of many friends of the organization that the time has come for a full-time secretary, a man who will devote all his time to the work of the League. The suggestion was first made to the writer several years ago by Dr. John J. Sippy, then president of the League. Our present executive, Mr. Bottorff, agrees with the suggestion, and your executive secretary stands ready to accept the commission if it appears to meet with general approval.

It is my opinion that the growth and development of the League and the great possibilities which the future holds out for it, demands full-time service from its executive officer. It would enable many things to be done which time now forbids, and furthermore, the realization of a hope that our organization may become the greatest of its kind in all the world.

#### HEALTH OFFICERS RECEIVE APPOINTMENTS

Dr. J. D. Dunshee has been appointed city health officer of Pasadena. He succeeds Dr. William F. Wagner, who has been serving temporarily, since the resignation of Dr. Warren F. Fox, which took effect early in March.

Dr. T. H. Ransom has been appointed city health officer of Burbank to succeed Dr. H. N. Van Meter.

## RAIN

### FOR THE ASKING

The Skinner System brings Nature's method of irrigation to your lawns. A gentle shower applied at will. Systems for tiny grass plots, parks or parkways, greenhouses, etc. Easy and inexpensive to install and to operate.

For full information and catalog No. 313 write

**Skinner Irrigation Co.**

786 HARRISON ST. SAN FRANCISCO

#### GASOLINE, A CIGARETTE, A HORSE'S TAIL!

We have heard many tales of the serious consequences wrought through the near proximity of gasoline and lighted cigarettes, but when a horse's tail enters the train of incidents, the effect apparently is overwhelming, judging from the story received from Evanston, Illinois.

It was reported that a milk truck driver was smoking a cigarette when he parked the truck in the dairy yard to refill the gasoline tank. Some of the fuel overflowed on the ground at the driver's feet at the moment he flicked ashes from his cigarette. Instantly, the gasoline flared up and ignited the long tail of his white coat. That coat was removed with amazing speed and with the same gesture thrown as far as the owner could cast it! Now, the unfortunate part of it all was that the burning coat landed on the tail of one of twelve horses in a nearby barn. That annoyed the animal so that he switched his burning tail, tossing the flaming coat onto a pile of hay.

The train of events was now complete—the stage set for the costly fire that followed. A policeman managed to lead out the frightened horses, but the barn was a complete loss, the flames having spread to the milkman's truck as well as four other trucks and some wagons. As a result, the damage amounted to \$10,000.

Even when kept apart from each other, cigarettes and gasoline are very dangerous fire hazards. According to figures furnished by the National Board of Fire Underwriters, the careless use of matches—and smoking—caused fire losses of more than \$29,000,000 in 1927, while petroleum and its products (which include gasoline) resulted in losses of more than \$12,500,000. It is well to treat such products with care, keep them apart from each other and above all, don't get them mixed when a horse with a long tail is in the picture!

The twenty-third annual convention of the Illuminating Engineering Society is to be held at the Bellevue-Stratford Hotel, Philadelphia, from September 24 to 27, inclusive, according to a recent announcement from the headquarters of the Society, 29 West Thirty-ninth Street, New York City. Papers to be presented at the convention will constitute a summary of the progress made in the art and science of lighting during the past year.

#### 58 HOURS TO CHICAGO



## A Faster "Overland Limited"

#### —and a New Train

On June 9 the famous "Overland Limited" cuts its schedule to 58 hours. This third cut in less than two years makes a total reduction in time of 10 hours.

East or west bound the running time is the same. Closer connections at Chicago than ever before.

The new "Overland Limited" leaves San Francisco at 9:40 p.m. daily; arrives Chicago 9:40 a.m. (third day). West-bound leaves Chicago 11:50 a.m.; arrives San Francisco 7:50 p.m. Only two nights from Chicago; three nights from New York.

The fastest train by hours—on any route—between San Francisco and Chicago. This fine train goes forth truly in the "Overland" tradition.

#### "San Francisco Limited"

June 9 will see the inauguration of another new, thru train to Chicago: the "San Francisco Limited" 61¼ hour flyer. This splendid train will run on the "Overland's" former schedule; without extra fare.

Leave San Francisco 6 p.m. daily; arrive Chicago 9:15 a.m. Westbound leave Chicago 8:20 p.m.; arrive San Francisco 9:10 a.m.

Thus, with the "Gold Coast Limited" and "Pacific Limited," Southern Pacific offers four trains east daily over the historic OVERLAND ROUTE.

# Southern Pacific

F. S. MCGINNIS, Pres. Trf. Mgr.  
San Francisco

# League of Oregon Cities

By J. L. FRANZEN, *Executive Secretary*  
City Manager, Oregon City

**D**URING the early part of May, President Chris Schuebel of the League of Oregon Cities and the secretary spent considerable time on a campaign for membership among the cities of Eastern Oregon. The trip was entirely successful. Not only have seven additional cities been added to the League's membership, but many others have announced their intention to join at the earliest moment the necessary routine can be observed.

Every effort was made on the part of the officers to point out the importance of the League. We are confident that a new understanding of the purposes of the organization has been seen by the many cities that do not now hold membership in the League.

## Legislative Report

The legislative report sent out through the efforts of the League was very well received, and many cities, in and out of the organization, expressed their appreciation of the work of the League's representatives at the last legislative session. No better illustration of the value of the League of Oregon Cities could be evidenced than the results accomplished by its representatives at Salem.

No definite date as yet has been set for the annual convention of the League, but doubtless it will be held shortly after the convention of the League of California Municipalities to which convention your officers have been cordially invited to attend.

Supplementing my report of last month relative to the two days' conference held at the University of Oregon, on the problems of "Stream Pollution," a résumé of the conference, sent out by the University, follows:

## Stream Pollution

"It was shown by these discussions that very definite attempts are now being made to attack these problems and to accomplish some specific betterment. The City of Portland has made sanitary surveys affecting stream pollution and has carried out a thorough and scientific analysis of the water in the Willamette River, flowing through and adjacent to that city. The Crown Willamette Paper Mills and the Hawley Pulp and Paper Mills of Oregon City have, on their own ini-



J. L. FRANZEN

During our recent organization trip we found all city executives enthusiastic over PACIFIC MUNICIPALITIES. Without exception, they say it is of great interest and value to them in their work.

tiative, analyzed the water above and below their mills in order that they might know to what extent the waste from their industrial plants is responsible for pollution.

## Salem Spending Vast Sum

"The City of Salem is spending half a million dollars on the installation of a system of sewage disposal and a system for the carrying off of surface drainage. They are looking forward to the time when a disposal plant will be necessary and are making preparations therefor. The City of LaGrande already has a sewage disposal plant under successful operation. Oregon City has purchased land to be used for a disposal plant, anticipating the necessity for the installation of one in the not far distant future.

"The Portland Gas and Coke Company, of their own volition, revised their method of waste disposal so that this waste material is no longer dumped into the streams; instead, a recirculating device has been installed so that contamination

cannot result from the operations of this plant.

"Klamath Falls is installing a modern sewage disposal plant, so that the fish life in the streams near by will no longer be jeopardized.

"The Forestry Service indicated the very thorough and efficient way in which it has laid down rules and regulations for the protection of water sheds. They are carrying out an educational program for campers and picnickers to aid in the enforcement of sanitary measures.

"Mr. Nightingale, the State Sanitary Engineer of the State of Washington, attended the conference and spoke of the effectiveness of studying the problems of pollution before the establishment of mills and various other industrial plants, so that the proper methods of disposal could be provided.

## Problems Must Be Solved

"Throughout the entire conference it was very apparent that there is, on the part of those attending the conference and of city officials generally, a consciousness of stream pollution problems and of the fact that some very definite measures must be taken in the near future for the solution of these problems.

"The discussion brought out two primary phases of the stream pollution problem; first, that the biological and geological aspects should be thoroughly investigated and well understood. In this way only will it be possible to preserve the fish life in the streams and to so maintain these streams that the greatest benefit and enjoyment may be derived therefrom.

"A second phase of the problem, just as acute and needing, just as thorough investigation and scientific treatment, is that of finance. Many of our cities are carrying a heavy tax burden and are not prepared to undertake any great expenditure for the installation of sewage disposal plants. It seemed important to those present that there should be made a study, not only of the engineering problems facing the cities, but also of finances involved, and that some plan should be suggested whereby cities would find themselves able to cope with this problem when the time arrived.

# ATTRACTIVE PAVEMENTS *for* BEAUTIFUL BOULEVARDS

There is an attractive, restful appearance to the dark-colored surface of asphaltic concrete. It is inconspicuous—it harmonizes with its surroundings.

It has no glare. It has no expansion joints,—it is smooth to drive over. And its modern non-skid surface is safe in any weather.

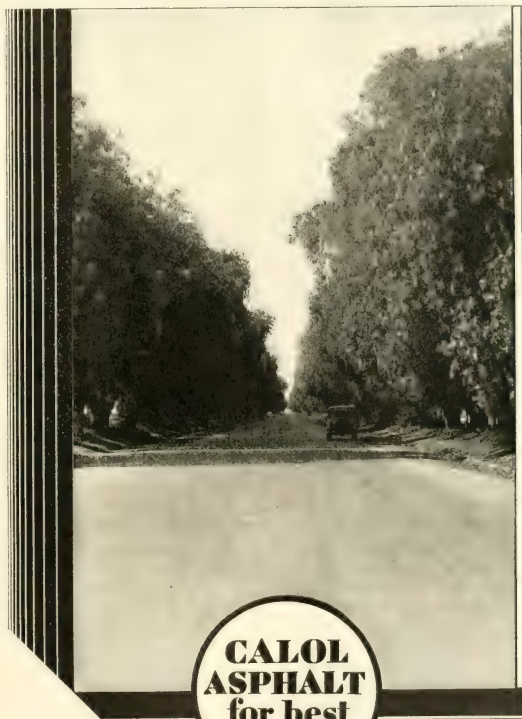
For the boulevard, the city street, or the country highway, asphaltic concrete is the ideal pavement.

And it is economical. Scores of asphaltic concrete pavements have given from 15 to 20 years of service, with little or no upkeep costs.

Yet they cost no more to lay than other hard-surface pavements,—usually a little less.

It will pay you to investigate asphaltic concrete,—before you pave.

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*Sequoyia Boulevard  
Near Santee, California.  
Paved with asphaltic concrete in 1928.*

# *Asphaltic* **CONCRETE** **NON-SKID** *pavements*



# Recent Court Decisions,

COLLECTED and DIGESTED BY

**R.C. McAllister, Former City Attorney, Pasadena**

126. The owner of land abutting on a public highway has such private interest in trees growing in the highway as to entitle him to damages from one who, without lawful authority, injures or removes such trees. Such trees may not be removed by anyone without permission from proper public authorities. If the trees are felled by public authority, the wood belongs to the owner of the fee.

The state, unless it has acquired the fee, may control the public highways only for such purposes as subserve their use as public highways, and abutting owners have only the rights of the state in other abutting lands. In an action by one owner to restrain the destruction of trees on the land of another contiguous to the highway on the ground of an easement to have the trees maintained, the nature of the easement must be alleged.

**Rupp v. Hively**, 271 P. 768 (Third Dist. Ct. of Appeal, Calif. Nov. 5, 1928).

127. Under the bond act of 1901, a city council is without authority to postpone the payment of principal or interest. Ordinances calling an election and directing the issuance of bonds which postponed the first payment of interest and principal for two years after issuance did not comply with the act, the council was without authority to issue the bonds which would be invalid if issued, and mandamus would not lie to compel the city clerk to sign the bonds.

**City of No. Sacramento v. Irwin**, 271 P. 788 (Third Dist. Ct. of Appeal, Calif. Nov. 1, 1928).

128. The phrase "disabled in the service of the city" in the Fresno charter, means "disabled by reason of bodily injuries received in, or by reason of sickness, caused by the discharge of the duties of such person."

"Superannuated in the service of

the city" is properly understood to include the age acquired during off duty periods as well as during hours of labor. A construction which would give an employee a pension for injuries having no connection with his employment is a radical departure from ordinary pensioning laws and is not to be assumed without direct language.

**Tripp v. Bd. of Com'rs**, 271 P. 795 (First Dist. Ct. of Appeal, Calif. Nov. 9, 1928).

129. An abutting owner has the right to a temporary and reasonable use of the sidewalk in front of his premises for the reception of merchandise. What is a temporary and reasonable use and the manner of its exercise are questions of fact, depending on all the circumstances of the particular case.

A pedestrian has a right to a safe sidewalk. Abstraction caused by watching children and other passers-by does not constitute contributory negligence in an action for damages sustained by tripping over an obstruction of low height and the same color as the sidewalk.

**Wise v. Maxwell Hardware Co.**, 271 Pac. 918 (First Dist. Ct. of Appeal, Calif. Nov. 15, 1928).

130. Ordinances will not be given a retroactive effect if susceptible of any other construction.

Where a building permit was issued, fees paid, and contract with plans and specifications filed for record, a subsequent amendment of the zoning ordinance held not to prohibit the construction of the building.

**London v. Robinson**, 271 Pac. 921 (First Dist. Ct. of Appeal, Calif. Hg. denied by Sup. Ct., Jan. 14, 1929).

131. Where two lots belonging to one person were not separately assessed but were erroneously included with the remainder of a quarter section owned by another, the entire assessment was void.

Mailing of notice to the last record owner of land is a jurisdictional prerequisite to a valid sale by the state under Pol. Code Sec. 3897.

**Teater v. Johnson**, 272 Pac. 313 (Third Dist. Ct. of Appeal, Calif. Nov. 26, 1928).

132. Interest cannot be recovered from a municipal corporation in the absence of statute or an authorized contract.

Where bonds issued under the Improvement Act of 1913 were wrongfully withheld from a contractor by order of a city council, the contractor could not recover interest on the amount withheld during the period of wrongful detention.

The retention of the bonds by the city council without lawful authority was *ultra vires* and void, and the city could not be held liable.

**Powell v. City of Los Angeles**, 272 Pac. 336 (Third Dist. Ct. of Appeal, Calif. Nov. 26, 1928).

133. Sec. 1733A Pol. Code authorizing the withdrawal of elementary school districts from union or joint-union high school districts, does not apply to city high school districts.

The law must be construed as written, not as it might be written, however advantageous or desirable such latter course might be to interested citizens or prospective litigants.

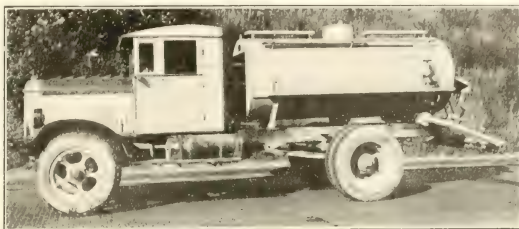
**Dodge v. Mitchell**, 272 Pac. 352 (Second Dist. Ct. of Appeal, Calif. Nov. 15, 1928).

134. Defendant refused to proceed with its witnesses to prove the value of the property taken in an action in eminent domain, but after plaintiff's witnesses were called in, rebuttal of the value alleged in the answer put on its case over plaintiff's objection. The burden of proof of value in eminent domain is on defendant and an order granting a new trial in such case will be affirmed.

Testimony of a witness on examination in chief as to sales of property in the vicinity and witness' ownership of property in the neighborhood without reference to prices paid or value set on witness' holdings held properly admitted.

**City and Co. of San Francisco v. Tillman Estate Co.**, 272 Pac. 585 (Calif. Sup. Ct. Nov. 27, 1928).

## Fast Transportation For Hot Road Oil



This big Fageol truck furnishes ample speed and pulling power required in surfacing 2,000 miles of dirt highway in eastern Washington with hot road oil.

During the winter months the tank is replaced by a hydraulic dump body and sand and gravel is hauled for maintenance work.

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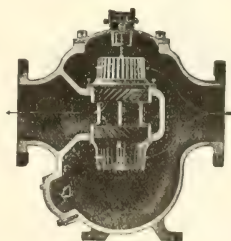
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TRIDENT CREST

If you mention Pacific Municipalities it will help

# Methods, Materials and Machinery

Up to the Minute News for the Busy Executive

## THE ALEXANDER MILBURN COMPANY ELECTS NEW OFFICERS

At the annual stockholders' meeting, recently held at the home office of the Alexander Milburn Company, E. P. Boyer was elected Vice-President.

Boyer became associated with the company in 1919 as its Philadelphia district manager. In May, 1926, he established the Milburn Sales Company, handling the Philadelphia territory, and later the New York and Chicago sales. Late in 1929, Boyer was also elected Vice-President of the Milburn Sales Corporation and the Milburn Paint Spray Corporation, the distributors for all of the products of the Alexander Milburn Company.

Boyer is spending a large part of his time at the Baltimore offices of the company.

## WAGNER RUBBER-MOUNTED MOTORS

Wagner Electric Corporation of St. Louis, Mo., announces a new motor—the RAR—a new development in motor design, developed especially for applications requiring ultra-quiet performance.

The motor proper is completely insulated from the supporting cradle-shaped base, by means of rubber brushings, effecting an exceptionally quiet motor ideally suited to the needs of homes, schools, churches and other places where motor noise is objectionable. Not-



withstanding the use of rubber to absorb the minimum amount of vibration produced in the motor, the entire outfit is practically rigid, and the shaft alignment is in no way endangered. Moreover, the new type of mounting has been effected with-

out change in overall length and width dimensions.

The motor is of the brush-lifting type, the brushes being lifted off the commutator as soon as the rotor attains operating speed. This feature insures quietness in operation and prolongs the life of commutator and brushes.

The motor proper has also undergone important alterations to further improve quietness and electrical performance. In addition to equipping governor weights with rubber bumpers, as was done previously, the rocker has been redesigned to practically eliminate brush noise during starting and stopping. The power factor and efficiency are considerably better than the N. E. M. A. requirement, due to better distribution of material.

## FLOODLIGHT FOR COLUMBUS AIRPORT

PORT Columbus, at Columbus, Ohio, the eastern air terminal of the Transcontinental Air Transport Line, will be equipped for night-time reception of flyers when a newly developed 3,000,000 candle-power floodlight is installed at the 320-acre field. Port Columbus is the first airport anywhere to adopt the new floodlight developed by the General Electric Company.

When on June 1 the model airport, Port Columbus, is finished it will be completely lighted according to the most recent accepted standards of airport lighting and will, it is expected, receive the A-1-A rating of the Department of Commerce. The majority of the lighting equipment, including ceiling light, on-course lights and floodlights, will be furnished by the General Electric Company.

The airport floodlight provides an effective volume of light over a great area, but does not blind the flyer when he is headed directly at the light source. A mile away from the light source a newspaper can be read without eyestrain, and within 2500 feet, the average airport distance, the illumination is sufficient for the pilot to see the nature of the

landing surface, and quickly and safely make his landing.

The floodlight contains eight high-power incandescent lamps arranged in a row in front of a half dozen cylindrical mirrors that spread the light over the field at a level so low that it does not blind the pilot landing directly into the beam. The lamps, especially designed for aviation purposes, operate on 32-volt circuits, and use 3000 watts each, making a total load of 24 kilowatts.



Type ALH Airport Floodlight with 180-degree spread using eight 3-K. W. 32-volt Mazda lamps

There will also be a 500-watt, 14-inch ceiling light elevated at an angle of 63 degrees. This light will be equipped with a ceiling indicator to enable the port authorities to record the "ceiling" at any time.

Floodlights, four for each of the larger buildings, including hangars and administration building, will also be installed.

## NEW HEATERS HAVE PROTECTED TERMINALS

The General Electric Company announces the improvement in design of its electric immersion type heaters. This improvement consists of a new method of protecting the terminals.

The new heaters are equipped with sealed terminals and porcelain insulating bushings. The sealed terminals make the units practically impervious to injury from moisture in the air, splashing liquids, etc.



## FIRST AGAIN!

KLEIBERS selected by San Francisco's Fire Department for the First Flood Lighting Equipment in the West.

*Made in California*

## KLEIBER MOTOR COMPANY

OAKLAND  
SACRAMENTO

SAN FRANCISCO  
LOS ANGELES

## Protect and Beautify Your Home With PABCO Thatch Shingles

Pabco THATCH Shingles are fire-retardent. Glowing embers and flying sparks may light on a roof protected by this new exclusive shingle . . . but they will soon die out!

And with a Pabco THATCH Shingle roof you will also have the greatest degree of weather protection and a beauty that reproduces the blending harmony of an Old World Roof.

Pabco THATCH Shingles are to be had in many combinations of beautiful colorations and with their graceful undulating design can be made into thatch effects to fit any type of home.

Pabco THATCH Shingles can be applied over your old roof . . . and may be purchased on an Easy Payment Plan.

## PABCO Thatch SHINGLES

*Manufactured by*

THE PARAFFINE COMPANIES, INC.

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London, England Sydney, Australia

[PABCO 10 AND 20 YEAR BUILT-UP ROOFS]

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MAWS OF  
WASTE

A sickening figure . . .  
and an unnecessary one  
That's what San Francisco spends per year  
for extinguishing fires!

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ONLY the CHOICEST CUTS  
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## EASTERN PORK

ARE USED IN THE MANUFACTURE OF

## CAMP FIRE BRAND

HAMS and BACON

*"You'll note the difference"*

## IDEAL TRIPLEX DEMONSTRATED AT GOLDEN GATE PARK, SAN FRANCISCO

All of us who have radios, which most of us have, will manage to keep awake until 10 p. m. "except Wednesdays" to listen to the ups and downs of Amos and Andy. Why? Because they are good. Many of us have other forms of amusement and recreation for the same reason. There is nothing that will attract one's mind and admiration and keep his interest more than that which is something worth while.

This not only applies to amusement or recreation but also applies to the hard-boiled necessities of maintaining, production and upkeep

Company, 346 Washington Street, recently held a demonstration of the new Ideal fifteen-horsepower Triplex Lawn Mower cutting eighty-four inches of lawn at one swath at the park several days ago and several interested officials witnessed same. As one official said: "That machine is almost human," and it would seem so the way it can be handled, turned around in its own length, run into small corners, under trees and shrubbery, backed out, turned around, run up the hills, cut the smaller strips and on the open stretches make the grass fly. This



of an institution. We wonder at the many great achievements of the modern age. We read and possibly see many of the wonderful labor-saving devices and automatic machines that are in use today. We also must be frank with ourselves and admit that machinery adapted for the purpose is more efficient than hand or beast power.

We have very much of this equipment in our city—our schools, our parks, our institutions, our streets and our general maintenance equipment, but always more new modern and improved equipment is being produced from year to year. The lawn-cutting problem in our city is no small matter, and thanks to our efficient superintendent, has been ably taken care of. Golden Gate Park, as our Eastern friends say, looks as though the mistress of the house stayed home to keep things in order, and our smaller parks are just the same. The mistress of the house must have equipment to keep the house in order; so must the park officials have equipment.

### The Gasoline Age

The day of the horse is gone. This is a gasoline age—speed, power, efficiency, whether it be farm, lawn, air or road. Efficiency means low cost—minimum expenses and satisfactory results. The cutting of the lawn in our city by gasoline power is one form of city efficiency.

The Charles Berg Implement

marvelous operation is accomplished by having a clutch in each drive wheel operated by levers—one lever turns the machine to the right, the other to the left—both levers pulled back, the machine goes forward—both levers pushed ahead the machine backs up. This Ideal is truly a wonderful machine. In construction it is the best, having a high-grade fifteen-horsepower LeRoi engine.

The cutting units are of simple construction, having a very simple pinion and pawl drive. This type is also used on the Ideal Fairway Mowers. They have a short wheel-base and cut the grass in depressions and over the ridges where long wheel-based machines will not touch.

Also the Ideal Units hold to the ground and do not bounce around, as the Triplex, as well as the Golf Mowers, push the units ahead and down, the same as a hand lawn mower. These units are all equipped with Tinken and Hyatt bearings and, outside of ordinary wear to cutting and bottom blades, are by far the most inexpensive units to maintain. The pinion and pawl can be replaced for 95 cents, and these are practically the only wearing parts.

For transportation from one park to another rubber-tired extension rims can be furnished. In transportation the three units are raised completely off the ground by a lever and are carried in this manner from place to place.

The Ideal Triplex is in a class by itself, particularly adapted for large lawns, airports, golf clubs, parks, etc., and is one that will give excellent results over a period of years without the continual annoyance of trouble and breakdowns, and one that will be very economical to operate. This also applies to the entire line of gasoline and Fairway mowers of the Ideal manufacture.

## PORTLAND CEMENT OFFICIAL PROMOTED

E. M. Fleming has been appointed manager of the Highways and Municipal Bureau of the Portland Cement Association, with headquarters at the general office in Chicago, according to announcement by William M. Kinney, general manager of the association. He succeeds L. S. Trainor, who resigned January 1.

Mr. Fleming joined the staff of the association in 1926 as a field engi-



E. M. FLEMING

Manager, Highways and Municipal Bureau,  
Portland Cement Association

neer in the Indianapolis district and for the past year has been street engineer in the Highways and Municipal Bureau at Chicago headquarters.

He was associated with the Illinois division of highways in various executive capacities for approximately six years during construction of that state's model concrete highway system. His experience also includes road contracting, railroad construction with the Pennsylvania Railroad, mining engineering and pier and wharf construction.

Mr. Fleming is an alumnus of the University of Pennsylvania and is a member of the American Society of Civil Engineers.



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# Building Demolition by the Truck Crane Method

UNUSUAL use of equipment and rare engineering ingenuity characterize the methods used by A. W. Bowie, Inc., Binghamton, N. Y., in wrecking the six-story Phelps Building, built in 1863, to make way for the new First National Bank Building.

The Phelps Building was a six-story wall bearing structure, with stone exterior walls, but with few interior bearing walls. All in all, there were approximately 1700 tons of face stone in the building, varying from one-half ton to three tons, with a preponderance of the larger stones. The face stone had to be removed and loaded, together with other debris, in trucks for hauling to the city dump.

## Stone Removal

The only unusual or unique feature of the job was the means of handling the heavy face stone, which had to be removed and loaded into trucks standing at the curb. This meant the use of some kind of crane or derrick equipment.

The A. W. Bowie first considered the use of a "stiff-leg" derrick, but found that this meant spotting trucks for loading on one spot, which was an impossible condition, due to traffic conditions. Also, the contract called for removing a story a week, which would have required setting up and dismantling a derrick six times in six weeks, at a prohibitive cost.

A study of his present equipment convinced Mr. Bowie that his Universal crane, mounted on a Mack truck chassis, would be most suitable, and plans were made accordingly.

## Elevated Crane

These were accomplished by building a timber platform about twenty feet high above the sidewalk and placing the crane up on it. First the crane erected two bays of the trestle on Chenango Street and was run up on to them by means of a sixty-foot ramp leading up to it. Further, a one and one-fourth-inch manila rope around the crane winches was also used. In this manner the ascent was made in about fifteen minutes.

From this position, as the work progressed, the crane built additional bays to the trestle as required, until it inclosed the outside perimeter of the Phelps Building. The total cost of erecting the sidewalk bridge was about \$1200. The bridge, however, is an essential part for the falsework in constructing the new bank building, and the only additional expense required was to make it heavy enough to support the Universal crane. Mr. Bowie estimates this required between \$400 and \$500, which is the actual trestle cost chargeable to using the crane method of demolition.

## Demolition Cost \$8000

The contract price for the demolition of the building was \$8000, with a time limit of six weeks, or a floor a week. This schedule was met easily and, due to the methods used, Mr. Bowie states that final cost figures are "substantially below the estimate."

From its position on the trestle, the crane, equipped with a 65-foot boom, handled all stones directly from their positions in the walls into trucks at the sidewalk. It traveled back and forth on the trestle as necessary to most efficiently handle the work, resembling a locomotive

crane in its flexibility of operation. Flooring, floor joists, steel beams and miscellaneous bulky material were also lowered to the ground by the Universal crane.

All doors, trim, radiators and miscellaneous fittings and fixtures were stripped from each floor in advance and lowered through elevators and stairways to the interior of the building.

As the work progressed, brick, plaster, lath and similar materials were wheelbarrowed to chutes which discharged on the outside of the trestle into trucks at the street level.

## Vaults 60 Years Old

The Phelps Building was erected as a bank and contained a series of brick vaults extending from the basement to the fourth floor. They were built sixty years ago of soft brick and lime mortar, and proved a hard proposition to handle, as they refused the best efforts of bars and pavement breakers. Light dynamite charges finally were resorted to with success. The vault doors and other heavy portions were handled from each floor to trucks by the crane.

Mr. Bowie avers that his Universal crane is a real wrecking tool, but just to show that it is constructive, as well, it is being used to dig the footings for the new bank building on this very site, and a little later will be used for unloading, distributing and erecting some of the new steel framework.

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It also has variable horizontal spacing, variable perpendicular spacing, with changeable type, making it possible to place an astonishing amount of copy on a sheet, card, or stencil. By mechanical control of the type-impressions, three degrees of density may be secured; light, medium and heavy.

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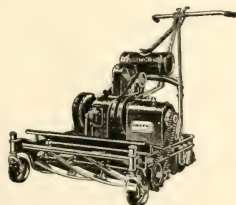
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# Reviews of Current Books and Reports

**Highway Construction, Administration and Finance**, by E. W. James, chief Division of Design, United States Bureau of Public Roads. A series of articles showing that until one has had actual experience upon the roads of a country or a community, be they the most meager trails or the finest boulevards, one can have only superficial knowledge of the people themselves.

\* \* \*

**Municipal Activities**, by J. L. Franzen, General Manager, city of Oregon City, Oregon. An interesting annual report of the city's departmental business for the year 1927.

\* \* \*

**Budget Facts and Financial Statistics of Multnomah County, Oregon, for 1929**. Contains also the 1928 annual report of the Tax Supervising and Conservation Commission of Multnomah County. The year just completed is the eighth year of the commission's work, and the 1929 budgets are the eighth series of annual budgets which the commission has scrutinized and certified.

\* \* \*

**California Tax Commission**. Final report. Submitted to Governor Young on March 5, 1929. A carefully compiled publication as to matters of the state's revenue and taxation. The commission concludes that an offset for real estate taxes against the new franchise tax should not be granted, first, because it would be so costly as to require an increase in the rate of the new franchise tax if the yield of the tax is to be adequate; second, because not only is it not necessary to grant it to avoid an unfair discrimination, but its introduction would bestow a positive and inequitable advantage to certain classes of corporations; third, because even without the offset the burden is not so onerous as to warrant the apprehension that wholesale abandonment of charters will result; fourth, because the offset is out of harmony with the general program which the commission is formulating; fifth, because the ends which its proponents hope to achieve by it can be better achieved by other and more direct methods; and, sixth, because the true interests of real estate owners as a whole will ultimately be best served by the establishment of this new business tax on corporations as a tax in ad-

dition to, rather than in substitution for, the real estate taxes of these corporations.

\* \* \*

**American Society for Municipal Improvements**. Contains the official proceedings of the Thirty-fourth Annual Convention of the organization, held at Detroit, Mich., October 22-26, 1928. Published by C. W. S. Sammelman, secretary, 315 Commercial Building, St. Louis, Mo. Price, \$7.50 per copy.

\* \* \*

**Adult Probation Department, City and County of San Francisco, California**. Annual report for the year ending December 31, 1928, and submitted by William H. Nicholl, chief probation officer. A total of 4,386 cases were handled during the year, with disposition as follows: Fined, 55; sent to county jail, 132; held to superior court, 22; granted probation, 112; dismissed or continued, 4,065.

\* \* \*

**State of California. Bulletin No. 20**. A report by Lester S. Ready on the Kennett Reservoir development; an analysis of methods and extent of financing by electric power revenue. The bulletin contains a map of electric power production and transmission systems in California.

\* \* \*

**National Committee on Prisons and Prison Labor**. Annual report. The national committee reports that it closed the year 1928 encouraged over the fact that the prison contract system, under which the prison, the prisoner and his family have been exploited for private gain, must cease within five years because a law has been placed upon the Federal statute books which will make it unprofitable for those interested to continue this exploitation.

\* \* \*

**The Non-Partisan Ballot in Certain Pennsylvania Cities**. By J. T. Salter. A valuable thesis on government, not only as a study of the non-partisan ballot, but as a collection of source materials on certain phases of the political process in different Pennsylvania cities. The Transcript Press, Norman, Okla., \$1.50.

\* \* \*

**National Fire Protection Association**. Advance reports on Thirty-third Annual Meeting, Memphis, Tenn., May 13-16, containing the following: Signaling Systems, Ma-

rine Committee, Gases, Garages, Flammable Liquids, Fire Pumps, Protection Against Lightning, Manufacturing Risks and Special Hazards, Electrical Committee, Automatic Sprinklers, Dust Explosion Hazards, Rural Fire Departments, Field Practice, Building Exits Code.

\* \* \*

**Airport Illumination**, General Electric Company, Schenectady, N. Y. The only factors that should be considered in planning the airport are those involving provisions for the best possible field and equipment to accommodate air traffic and the aircraft industry. The airport will automatically receive the highest possible Department of Commerce rating in such a case and will rank correspondingly with airports of neighboring cities.

\* \* \*

**City Planning Commission, Seattle, Wash.** Annual report. The year 1928 was marked by material progress on several projects earlier recommended by the City Planning Commission, particularly condemnation for the widening of Fairview Avenue, from Lake Union to Virginia Street; installation of the beautiful street lighting system, and the selection of Beacon Hill site for a Federal hospital.

\* \* \*

**Facts and Figures of the Automobile Industry**. Issued by the National Automobile Chamber of Commerce, New York City. Increases in world registration, a complete highway census of the world, the extent of transcontinental bus routes, the ranking of various countries according to use of motor transport, and the share of highway building paid by the motor vehicle are among the items of especial note in this volume.

\* \* \*

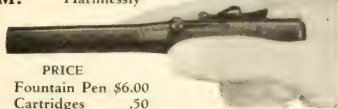
**Mills Field Municipal Airport of San Francisco**. Published by the Airport Committee of the Board of Supervisors. Detailed description of airport expenditures up to January, 1929, and of the field's development.

\* \* \*

**Regulations of the National Board of Fire Underwriters for the Installation of Blower and Exhaust Systems**. Issued by the National Board of Fire Underwriters, 85 John Street, New York, N. Y. The edition is a revision of the Regulations on Blower and Exhaust Systems, edition of 1924.

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

## Service Bureau

Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

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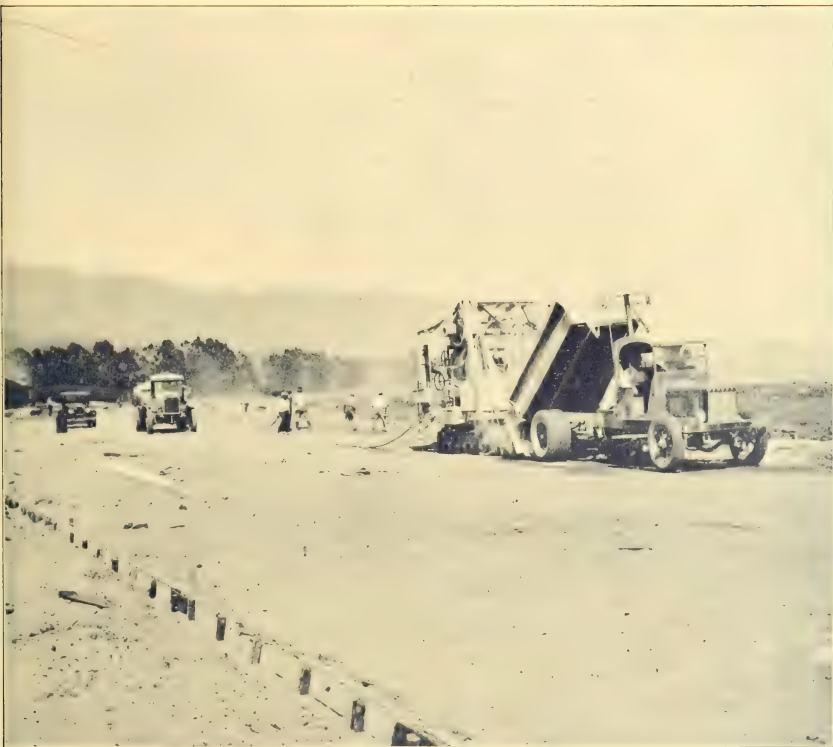
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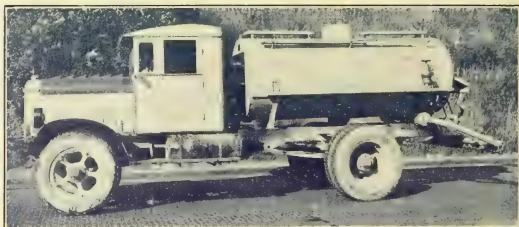
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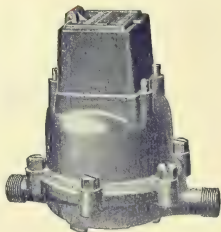
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Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

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*Thirtieth Year*

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## INSURE YOUR LIABILITY

ASSEMBLY BILL 595, approved by the Governor of California on May 11, makes the state, counties, cities and counties, municipal corporations, irrigation districts, school districts and other sub-divisions of the state owning any motor vehicles *responsible* to every person who sustains any damage by reason of death or injury to person or property as the result of the negligent operation of any such motor vehicle by any officer, agent or employee.

The new law also makes such political sub-divisions responsible for damage caused by *any other* motor vehicle and resulting from the negligent operation of such vehicle by any officer, agent or employee acting within the scope of his agency or employment.

The law further provides that "the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political sub-division of the state, may *insure their liability*," . . . and the premium for such insurance shall be a proper charge against the respective general fund of the state, county, city or other municipal corporation or district.

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# EDITORIAL PAGE

## *Fire-Prevention Work*

WITH an idea to reduce industrial fire losses in his city, Chief R. J. Scott of the Los Angeles Fire Department has taken a step in the right direction by the inauguration of a course in fire-prevention work for watchmen on duty in Los Angeles business and industrial establishments.

Watchmen constantly are in contact with the sources of industrial fires, and for that reason the Fire Department invited various firms to send their men to the Los Angeles Fire College for fire-protection instruction. The response was instantaneous, with 973 having enrolled. Many concerns sent their foremen, superintendents or engineers, as well as their watchmen.

The students are offered six lessons in the course and the subjects include: Operation of municipal fire-alarm boxes; operation of auxiliary fire-alarm systems; emergency use of the automatic telephone; demonstration of various types of fire extinguishers; demonstrations showing the danger of inflammable dust and dust explosives; demonstrations depicting how electric fires are caused by short circuits and overloads; lectures on fire doors and their use and abuse; use of interior standpipe hose lines; demonstrations of the sprinkler systems, supervised and unsupervised; use of control valves, etc.

Those who attend every class and take the full course are given a certificate indicating that fact.

\* \* \*

## *The League's Convention*

IT IS a matter of a little more than three months until the League of California Municipalities will hold its Thirty-first Annual Convention in Oakland. The week of October 7-11 has been set as the date. From every section of California comes word that this year's convention, in point of attendance and interest, will eclipse any like meeting in the history of the League.

At the League's first convention, thirty-one years ago, there were represented only thirteen cities with but thirty-nine officials in attendance. Today the League has grown to a membership of 250 cities, with an attendance of more than 1000 delegates at its conventions. Truly a remarkable growth in so short a period. Are you, as a city official, making your plans to attend this year's convention?

## *Scientists and Earthquakes*

BERKELEY will be the meeting place this month for the annual meeting of the Seismological Society when nationally known authorities on earthquakes will exchange the results of investigations and research they have made since they last met. Had anyone dared to have made such an announcement a decade ago he would have been silenced immediately. Earthquakes were a forbidden subject in California for many years following the San Francisco bay region disaster of 1906. The fire was the catastrophe, not the earthquake.

These authorities who will meet in Berkeley have carefully mapped out the earthquake fault lines and know where and approximately when an important shock may be expected. California today is probably more free from destructive acts of nature than almost any other state. The work of seismologists will tend to eliminate public alarm.

\* \* \*

## *A Faithful Public Servant*

J. HARRY ZEMANSKY, Registrar of Voters and Secretary of the Board of Election Commissioners for the City and County of San Francisco, having attained the age of 70 years, will relinquish his office this month. The retirement is not of Mr. Zemansky's choosing. Under provisions of the city's retirement and pension system he shall have reached the age limit set for active municipal service. Mr. Zemansky has been in municipal service forty-seven years. He was appointed Registrar of Voters in 1908. He has been a tireless worker in municipal affairs and has proved himself a capable, worthy and a most faithful public servant.

\* \* \*

One doesn't get much idea of a family until one sees the condition of the back yard.

\* \* \*

You ought to be able to "look pleasant" without the photographer having to tell you to do so.

\* \* \*

A woman says she dreamed she will be the next mayor of Los Angeles. If she is elected she will find that running a big city is no dream.

# OAKLAND

## QUEEN CITY OF THE AIR

*Western Terminus of  
Transcontinental*

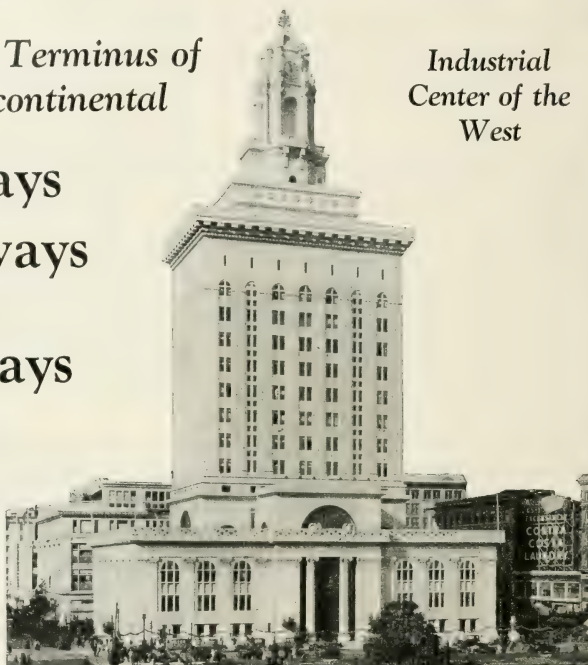
*Industrial  
Center of the  
West*

**Airways  
Highways  
and  
Railways**

**Oakland as  
Host to the  
1929**

**Convention**

of the



**League of California Municipalities**

*Invites You to Attend at*

# OAKLAND

**OCTOBER 7 to 11, 1929**



W. G. KNOX  
*City Manager*  
SANTA ANA



GEORGE L. SULLIVAN  
*City Engineer*  
SANTA CLARA



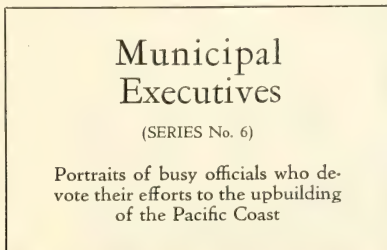
A. L. MEIER  
*Mayor*  
AZUSA, CALIF.



H. A. KLUegel  
*City Manager*  
SACRAMENTO, CALIF.



A. W. PIPES  
*Mayor*  
MEDFORD, OREGON



CECIL E. CALDWELL  
*City Recorder*  
COTTAGE GROVE, OREGON



BAYLIES C. CLARK  
*City Engineer*  
SACRAMENTO



S. L. BAINBRIDGE  
*Mayor*  
CHICO, CALIF.



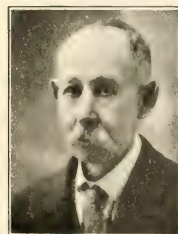
NOWLAND M. REID  
*City Attorney*  
LONG BEACH, CALIF.



R. J. WHEELER  
*Mills Inspector*  
PASADENA, CALIF.



HUGO WESTPHAL  
*City Recorder*  
OREGON CITY, OREGON



BENTON BOWMAN  
*City Attorney*  
HILLSBORO, OREGON



DAN E. BRYANT  
*Mayor*  
MARYSVILLE, CALIF.



W. J. CLEMENTS  
*Mayor*  
EL CENTRO, CALIF.

# Santa Barbara's Scenic Ocean Boulevard Built Along State Highway Lines

By AMOS H. POTTS

*District Engineer, Portland Cement Association, Los Angeles*

IN THE construction of Cabrillo Boulevard, Santa Barbara's scenic drive along the ocean shore south from the end of the main street to a connection with the state highway, concrete pavement was built after the fashion of state highways with a similar design and construction procedure. It is one of the first in-

stances of the direct application of highway methods to city pavement work.

Building pavements for the traffic of today, with thought to comfort, safety, durability and economy, is considerably more of a science than it was a few years ago. The efficiency with which a street surface

serves traffic depends upon the way it is built as well as upon the type of surface itself. Developments in concrete have increased the strength and load-carrying ability of a given thickness of slab due to research findings of the importance of the amounts and gradings of materials used with the cement. Betterments in design have increased appearance, non-skid safety and riding quality with attendant lowering of maintenance costs. Modern methods in the application of developed equipment, together with large production, have reduced the cost of concrete pavements along with the improvements.

## Named for Admiral

Cabrillo Boulevard, named for that famous Portuguese admiral who discovered California, was created by a bond issue voted in 1927 to give the city a suitable highway outlet to the south. The concrete section is approximately 7100 feet long and from 55 to 75 feet wide.

Factors which single out this paving work as most similar to state highway construction are the adoption of the narrow strip method of construction, making ten-foot traffic lanes and suitable parking strips at the sides, selection of standard specifications for the control of materials entering the concrete and the use of the most modern jointing and finishing methods which have been developed on state highway work and which have put California highways above most others in riding smoothness.

## Concrete Proportioned

Concrete for the paving was proportioned according to the grading of the sand and stone with the standard state highway requirement in limiting the quantities to gain a dense product and providing for a minimum of six bags of cement per



*Typical scenes during construction of Santa Barbara's Cabrillo Boulevard. Upper left: Careful use of longitudinal floats makes the boulevard as smooth riding as the finest highways. Upper right: Final finishing float used. Center left: A sixteen-foot straight-edge was used to test the pavement surface for riding smoothness. Center right: Expansion joint with five dowel bars and "U" bar reinforcing at end of slab. Lower left: Novel sprinkling device used to keep sand covering wet during curing period. Lower right: Expansion joints were spaced at sixty-foot intervals with weakened plane contraction joints between, at twenty-foot intervals. Photograph shows metal strip used to form slot in surface for weakened plane*

cubic yard of concrete. Water was carefully controlled so that the mixtures were not too wet, but just plastic enough for smooth working. With the pavement in ten-foot strips a double purpose was served: that of creating permanent traffic lanes and markings which require no painting, and slab sizes were cut in area to allow for better finishing. State highway practice in joint placing was also followed.

#### Expansion Joints Used

Each strip was given an expansion joint every sixty feet with half-inch pre-molded material. Five dowel bars extended through each of these joints and these were capped on one end with a metal sleeve to permit movement in the longitudinal direction. Between the expansion joints at twenty-foot intervals, weakened plane joints were made by steel strips forced into the new concrete, edged and pulled, to create a two-inch-deep slot in the surface. Contraction, creating tension in the slab between expansion joints, would form cracks only below these slots and irregular marks would not appear on the surface of the pavement.

Proportioned batches were hauled to the mixer in compartment trucks. The mixer traveled at the side of the strip being placed. After concrete was placed on the subgrade which had been dampened, it was struck off and tamped with a standard highway mechanical finishing machine. Following the machine, longitudinal floats each sixteen feet long were used to finish the surface. After floating, and before the concrete hardened, the pavement was carefully tested for smoothness in the riding direction with sixteen-foot straightedges. A further check on the riding quality was made the following day with ten-foot straight-edge prior to the covering for the curing period.

#### Tested for Strength

Routine tests were made of the concrete and the specimens were tested for strength. These indicated a much higher strength than usually found in street work and the increase was generally attributed to the care used in the manipulation of

materials and limiting the amount of water. The concrete was covered with burlap as soon as it was finished, and this cover was sprinkled for the balance of the day. The next day after placing the pavement was covered with sand and this was kept wet throughout the curing period.

A fifteen-foot sidewalk adjoins the street paving on the ocean side

and attractive lighting standards on this side are served by underground conduits. In addition to fulfilling a need for a suitable highway outlet, Cabrillo Boulevard serves local residents as the most popular drive in the city.

The entire project was designed and built under the supervision of City Engineer E. B. Brown of Santa Barbara.



*Upper: View of Santa Barbara's Scenic Cabrillo Boulevard which serves as a wide highway outlet to the south. Lower: Cabrillo Boulevard, concrete paved in ten-foot permanent traffic lanes.*



*A typical scene at Laguna Beach*

## Beautiful Laguna Beach



*One of Southern California's  
Most Progressive Cities*

**L**AGUNA BEACH owes its rapid rise to a concerted action on the part of its citizens to go ahead in spite of all hazards. Five years ago it was a lazy village, basking in the glorious California sun, at the end of a road ten miles from a through highway. Blessed with the most equable climate in the world and practically free from heavy winds the year round, the isolated beach has become a camping ground for summer vacationists, the home of a small colony of artists attracted by the beauty of its rugged shore line, its splendid beaches and its glorious hills. Visioning its future, far-seeing pioneers had mapped out subdivisions and sold the lots for a song. There were possibilities, but the handicaps were great.

### **Fine Homes Dot Shore Line**

It was not long before fine houses became dotted along the shore line, built by persons of wealth who wanted a place to hide away in. Following the war period there was a time when many homes were built by summer vacationists and by retired people who loved the place, so that they wished to remain the year round. But there were handicaps to the rapid growth of the village. It

was not only a town at the end of the road, but it lacked modern necessities. The water was scarce. Subdivision managers spent thousands of dollars to install a water system, but the supply did not equal the demand. The only water available, without the expenditure of what seemed to be a prohibitive amount, was of poor quality. Salt water tested 305 grains of solids to the gallon. The Laguna Beach water tested 302. It was possible to wash in it, but the water discolored vegetables, was impossible for drinking. The people carried their water from a county well, three miles up the Laguna Canyon, or purchased it at the door in bottles. In the summer time, when the cottages were filled and the camps overflowed, there were days when water was not available even for sanitary purposes.

### **On the Main Highway**

For many years a few progressive citizens had fought side by side with other towns along the Orange County coast line, for the building of a State highway that would run along the coast and connect Long Beach with the route to San Diego at what is now Capistrano Beach. In 1919 this road was included in a statewide

program, but it was not until several years later that grading operations actually were begun. This would put Laguna Beach on a main highway, a privilege it never had enjoyed. When, in 1924, work actually began on the grading between Laguna Beach and the north a grave situation faced the town. The highway would bring thousands of people to the town, but the growth of the community would be hampered by the lack of water.

### **Water District Formed**

Early in 1925 the Chamber of Commerce appointed a committee to take up the matter seriously. On May 5 of the same year the people voted to form a county water district. Out of 359 votes cast, not one was against it, although the people knew that a huge bond issue must be passed to bring in the water. The population of the village was then about 1,250. In August of the same year a water board was chosen, and on January 5, 1926, the people passed a \$600,000 bond issue by a vote of 437 to 0, nearly every vote possible being cast. It was necessary to bring the water 15 miles, from the Santa Ana River Basin. The system was completed in 1927 and Laguna



*Views along the Laguna Beach Ocean Front Park*

Beach boasts the finest water for domestic purposes in Southern California. In the summer of 1926, when a water famine threatened, the directors of the water district took the distribution pipe, already delivered, and laid a temporary line six miles to Corona del Mar, buying a supply of water from the city of Newport Beach, Corona del Mar being within the corporate limits of that city.

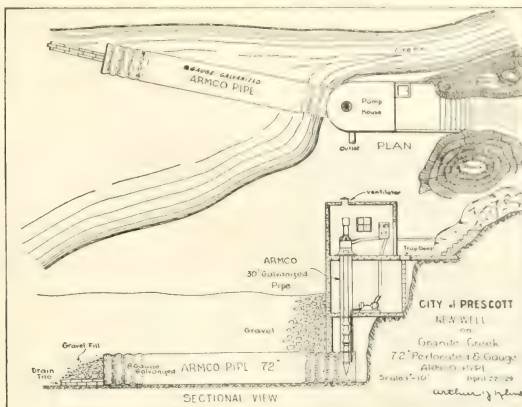
With the water system assured, the Chamber of Commerce began a campaign for the incorporation of the city. After a bitter battle that waged for several months between the progressives and the reactionaries, the city was incorporated June 22, 1927, by a large majority.

Following water and incorporation there came many new and solid business buildings and new homes. Forest Avenue, one of the main business streets, was widened and paved. The highway through the central part of the city was paved to a width of 56 feet. Ornamental lights were installed on both thoroughfares. Forest Avenue included trees. This year all of the streets in the central section of the city, but one, will be paved. The improvements ahead call for a drainage system, the establishment of all street grades in a city built on hills, and many beautiful homes.

### A Natural Amphitheatre

Laguna Beach is built in a natural amphitheatre on the shore of the Pacific Ocean, the beautiful hills sloping gradually to a height of 1,000 feet. Palisades hug the shore line for most of the four miles within the city limits. In the central part of the town, however, at the mouth of Laguna Canyon, the land is level and ideal for a business district. There it is but a few feet above sea level. This gap extends for a quarter of a mile and the central beach is almost on a level with the state highway. There are many beautiful coves and sandy beaches, and the residents of the town, as a rule, use these for bathing.

Within the present year a school plant that cost \$125,000 has been completed and a new art gallery built that will cost, when finished, about \$35,000. Some of the most famous painters in the world send their pictures to the Laguna Beach exhibitions, and the gallery is the mecca for art lovers from many continents.



## Modern Well Construction in Prescott, Arizona

By ARTHUR J. KLINE, City Engineer

PRESCOTT, Arizona, a mountain town of 8,000 population, has probably as much trouble developing water as any town outside the desert. Fifty-four hundred feet in elevation, surrounded on three sides by mountains and on the fourth by a receding valley, it is aptly called the Jewel of the Mountains. All the water passing this town must fall within six miles, and is all carried by Granite Creek running through town and down the valley.

A storage dam in the hills south of town impounds seven months' storage and furnishes ample water during the years of normal rainfall, but when no snow or rain falls for one year this reservoir is empty.

### Emergency Supply

Over a period of years by experimenting with cutoff walls, diversion dams, tunnels, side infiltration galleries and wells the water department has tried to use the underground water of Granite Creek as an emergency supply. In 1928 a successful well was developed. At a narrow point across Granite Creek the gravel was stripped to bedrock with a drag line. The high points were shot off, leaving a level section across the creek. A fifty-foot section of 72-inch special collection pipe made of No. 8 gauge galvanized corrugated Armco ingot iron fitted with a thirty-inch No. 10

gauge galvanized corrugated Armco ingot iron riser was installed. The collection pipe was perforated with half-inch holes all around in the valley of every corrugation on five-inch centers. This equals eight square feet of opening. The ends were bulkheaded and from one was run three six-inch drain tile laterals. The backfill over both tile and collecting pipe was made of two feet of graded rock, then ordinary sand and gravel up to the level of the creek.

### Armco Collection Pipe

The Armco collection pipe was chosen instead of a cut-off wall for the accessibility of the tunnel. During low water, when the pump holds the well low, a man can descend a ladder in the pumphouse and walk back through the tunnel to clean out any sand or silt. The pipe has a long life and will apparently last indefinitely. When not pumping the water flows through the well and always shows fresh and clear. During the recent dry period the pump ran two hours and was off one hour. A flood four feet deep came down the creek, running muddy water from bank to bank. A man sent down to investigate reported that the pump was still running clear water and still shutting off one hour out of three, showing that the

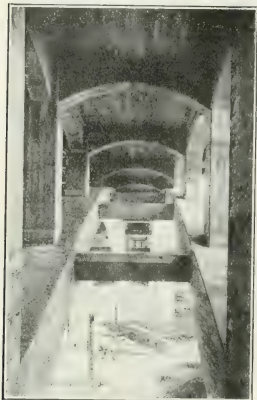
water filtered to bedrock some distance from the pumphouse, and that no muddy water could be pumped.

After the first month of pumping the well was cleaned and since then no sand has come through the gravel bed.

A vertical 100 H.P. motor connected to the 600 G.P.M. turbine pump is on the upper floor. A multiple centrifugal pump of 300 G.P.M. capacity is directly connected to a horizontal motor on the lower floor. Both pumps are operated from the

same automatic starter and float switch.

The whole layout has been very successful, and considering the low cost of installation and lack of maintenance the work stands as good 1928 construction methods.



East First Street Viaduct, Los Angeles. View under up-stream arch rings from easterly end.

**L**INKING Los Angeles with Glendale and the district to the north, the magnificent new Glendale-Hyperion Bridge has been opened to traffic.

The Glendale-Hyperion Bridge is called the "million-dollar" bridge, but that is a modest reference, for the contract price for the bridge alone cost \$1,068,045. With land damages and other incidental expenses that entered into the cost the entire price was \$1,650,000.

#### 1300 Feet Long

The bridge is 1300 feet long, including the Glendale Boulevard approaches. It is not only big and costly, it is much the most beautiful bridge that has been constructed as a part of the Los Angeles program of building nineteen bridges and viaducts. Through the coöperation of the City Council, Bureau of Engineering of the Department of Public Works and the Los Angeles Park Department plans are under way to forever preserve the unusual beauty of this viaduct by means of a park which will extend under and all around the bridge, making this structure an architectural jewel in a landscaped setting.

The Park Department is now considering the best ways and means

## The City of Los Angeles Building "Million-Dollar" Bridges

By MERRILL BUTLER, Engineer of Bridges and Structures  
Engineering Department, City of Los Angeles

**B**ECAUSE he believes the City of Los Angeles got considerable bridge for the money spent, Mr. Butler, the author of these articles, points with pride to the First Street viaduct, the longest bridge erected to date in Los Angeles. The structure is 2032 feet long, has two 125-foot spans across the Los Angeles River and was constructed at a cost of \$613,000. This prideful pointing, however, is nothing but a preparatory training for the pointing with pride that he expects to do when the Fourth Street bridge is completed. Mr. Butler reminded "Pacific Municipalities" in a note that accompanied the articles.

for this parking project. A tract of three and one-half acres of land surrounds the bridge between Riverside Drive and the approaches to the bridge on either side. In addition to this three-and-one-half-acre tract the Water Department is prepared to add nearly as much more of its own land so that the park may be a continuation of Griffith Park and therefore a part of the largest park in the city.

The beauty of the bridge was brought out particularly by locating the two 135-foot open spandrel arches close to Riverside Drive and to further emphasize the importance of this part of the viaduct the

ends of these arches were accentuated by carrying up the lines of the abutments through and above the handrail, terminating them in four large pylons with seats.

It was in the course of planning this structure that it was seen that this bridge had certain lines of beauty, lacking in similar structures. As a result greater emphasis was placed on the architectural treatment than was the case with other bridges.

#### FIRST-FOURTH STREET BRIDGES

While neither as costly nor as beautiful as the Glendale-Hyperion Bridge, the First Street viaduct, which was opened to traffic on New Year's Day, 1929, is one of the best bridges that are being built by Los Angeles.

The First Street viaduct to date is the longest bridge erected in Los Angeles. It is 2032 feet long and it has two arch spans across the Los Angeles River, each of which is 125 feet long. The contract price for the bridge structure alone was \$613,000.

#### Viaduct Cost \$1,500,000

The new Fourth Street viaduct will be the largest and most spectacular of all the Los Angeles bridges built so far. It will be 3300 feet long with one river span of 254 feet. It will require more than 50,000 cubic yards of concrete and



East First Street Viaduct, Los Angeles. General view from U. P. Switch House



Upper left: Glendale Hyperion viaduct. Upper right: East First Street viaduct, track depression. Lower left: Glendale Hyperion viaduct in course of construction. Lower right: Fourth and Lorena Streets bridge—building north sidewalk.

\$1,500,000 is considered a reasonable estimate of the cost of the structure alone, without including property damage or any other expenses.

But the size and cost are incidents. The real feature will be that it will be the only bridge anywhere in the United States to be constructed with "temporary hinges."

These hinges are actually column-like devices placed at each end and in the center of the span. The uncommon method of construction when the falsework is removed from under the arch the consequent deflection of the rib due to the heavy weight of concrete sets up bending strains in the arch which attain maximum intensity at each end and in the center of the span. The object of the hinges is to permit the arch to deflect when the falsework is removed and not cause any bending stresses in the ribs at the points where the hinges are placed. Because these locations are the ones where the maximum bending stresses are caused by these deflections it follows that the elimination of these strains permits a considerable saving of cost to be effected. When the bridge is completed the

"hinges" are concreted in and all the advantages of a fixed arch are obtained. These "hinges" have been successfully used in the construction of concrete bridges in Europe and have also been used to some extent in steel bridges in America, but are not common construction practice in concrete bridges in this country.

The design and construction will be handled under the general direction of John C. Shaw, City Engineer. Designed by Merrill Butler, bridge engineer, the construction will be under the supervision of R. H. Rook, Inspector of Public Works.

#### TRAVELERS AID SOCIETIES TO HOLD CONVENTION IN SAN FRANCISCO

San Francisco will be the meeting place—June 26 to 29—for the annual convention of the Travelers Aid Societies. The group will meet in conjunction with the sessions of the National Conference of Social Work, June 26 to July 3.

The general sessions of the Travelers Aid Convention will be held in Washington Hall, Exposition Audi-

torium, while the luncheon and breakfast meetings will be held in the Hotel Whitcomb, which will be the Travelers Aid headquarters.

Mayor Z. S. Leymel and Playground Superintendent R. L. Quigley of Fresno, California, recently completed a study of playground projects in Stockton and Sacramento. Special attention was paid to playground pools in both cities in preparation for the construction of a pool at the Frank H. Ball playground in Fresno.

Civic leaders of Yreka, California, who are sponsoring the proposal to establish a supervised playground in that city, are preparing to submit their project to the City Council, the Lions Club and the Chamber of Commerce in an effort to unite civic bodies behind the project.

Twenty San Joaquin Valley cities were represented at a meeting June 10 of the South San Joaquin Valley Division, League of California Municipalities, at Visalia, California. E. J. Rankie, sanitary expert of the State Board of Health, was the principal speaker.



City Hall, South San Francisco

## South San Francisco Has Adequate Fire Protection



*City of Only 7000 Inhabitants Voted a  
\$40,000 Bond Issue for Department  
Improvements*

**S**OUTH SAN FRANCISCO, the leading industrial city on the Peninsula, with millions of dollars invested in large manufacturing plants, last year realized that its fire department was inadequate to cope with the local situation. Being, however, a progressive municipality, with a live Chamber of Commerce and other public bodies, and with progressive councilmen, a newspaper that did not mince matters in connection with the local fire department situation, and volunteers who had the best interests of the city at heart, with Chief Costa of the department, a capable man, advocating improvements, put over a \$40,000 bond issue for fire department improvements.

Today South San Francisco can well be proud of the improvements made since July, 1928. A new \$9000 fire house, up to date in every respect, was built, a new fire alarm station, costing \$1800, was erected; the new system with forty new boxes, costing \$12,000; two new 750-gallon Seagrave pumps were purchased at a cost of \$25,000; 4000 feet of 2½-inch hose was added, 1000 feet of 1½-inch hose, 168 fire hydrants, 4 gas masks, and other necessary equipment. So today Chief Costa of the South San Francisco Fire Department has for a municipality of its size one of the finest departments in the state.

The South San Francisco department is composed of five paid men, a paid chief, and thirty volunteers, who are divided into two companies of fifteen men each.

Following are the officials of the department: Chief J. M. Costa, First Assistant Chief L. Belloni, Second Assistant Chief A. Sani. Paid driv-

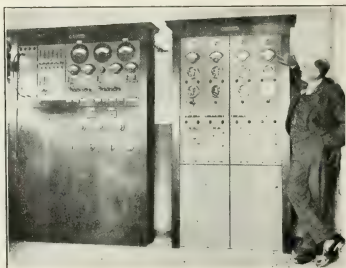
ers: P. Mairani, C. Emerson, L. Raffaelli and W. Cameron. Fire commissioners: Mayor A. J. Eschelbach, Councilmen A. Hynding, Reece Lloyd, R. Tibbits and M. Minuchani, with three local business men, V. Boido, Al Kauffman and E. E. Bramble—the latter being the editor of the progressive local newspaper.

Company No. 1 is composed of the following officers and men: Captain J. Bernardo, Lieutenant T. Calli, A. Johnson, J. McDonald, F. Arnold, A. Canziani, H. Shoote, G. Sani, W. Terragno, J. Fambrini, J. Ferri, E. Kozlosky, A. Colombo, B. Brown and L. Severes.

Company No. 2—Captain O. Bisset, who also is president of the company; Lieutenant E. Galli, W. Emerick, C. Sanda (secretary); S. Kiesling, J. Castro, A. Beltrami, J. Bonalanza (treasurer); J. Dias, A. Bisagno (trustee); R. Petrocchi (trustee); P. Penoski (trustee); C. Brizzi, H. R. Eelin, J. Currie and E. Lippi.

Captain Bisset, president of the fire company, is one of the oldest men, in point of service, in the department. He is a member of the Advisory Board of the Associate Firemen of San Mateo County, and at the Redding convention was the delegate from South San Francisco. W. Emerick, a member of Company No. 2, is past president of the county association, and at present chairman of the County Advisory Board. The South San Francisco department is 100 per cent behind the California State Firemen's Association and will be found in the 1929 membership list.

Chief Costa realizes that he and his men have a big responsibility in protecting the district's large manufacturing section as well as the rapidly expanding business section and the extensive residential section and, in consequence, is making of the department a unit that many larger cities could justly be proud of.

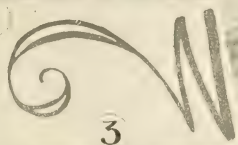


*Interior view of South San Francisco's new Fire Alarm Station, which with forty new boxes, cost \$12,000.*

# A MODEL FIRE- DEPT. *for* SOUTH CITY



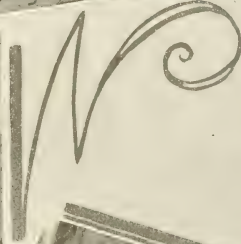
1



3



2



5

1. Weighty Matters. Chief Costa (center) outlining plans for fire protection to Captain Otto Bisset, Engine 2, and Assistant Chief Adolph Sani.
2. Ready For a Run. Officers and men of Engine 2 at ease in front of beautiful new company home.
3. Water Blanket. Engines 1 and 2 undergoing pumping tests.
4. A Progressive Leader. Mayor A. J. Eschellbach.
5. Directs New System. Fire Chief John M. Costa, known throughout the state as able executive, is hard at work training South City's fire companies to their new duties.

4

# Adjusting Claims on San Francisco's Municipal Street Car Railway

By RAY W. TAYLOR

*Claim Adjuster, Municipal Street Railway*

THE settlement of claims arising from accidents on the Municipal Railway is not the least important of the various elements that go to complete the organization. Approximately \$80,000 are paid out annually.

To scale down the demands, which run into the hundreds of thousands of dollars a year, of persons who are victims, most of the time of their own carelessness, negligence or feebleness, and bring the aggregate down to within a limit that will allow the System to continue to operate and still do justice to the claimants, is a real task.

This is a municipal undertaking. The city must not be placed in the position of attempting to avoid the payment of a just claim. Yet, on the other hand, there must be firmness in the resisting of the extravagant demands that are often made by people injured or damaged, or by attorneys representing them. In 99 per cent of the cases the fault is laid to the Municipal employees by the injured parties in the face of the fact that a motorman and conductor are trained in their work. They do nothing but operate their cars and are professionals in their line, with as much ability as will be found in any set of men who do the same general character of work. The operation of cars is surrounded with every reasonable safeguard.

## Cases Analyzed

An analysis of several hundred cases discloses:

1. Motorists misjudge speed of cars.
2. They expect cars to stop with the same promptness as an automobile equipped with four wheel brakes.
3. They misjudge distances.
4. They are unfamiliar with traffic rules and neglect to make signals.

A street car weighs twenty-six tons. Going at a rate of five miles an hour, engineer's tables show a car will travel five feet before it can be stopped. At a rate of ten miles an hour the car will go nearly twenty feet. On wet tracks these distances are naturally increased; and also if the rate of speed is fifteen miles or more.



RAY W. TAYLOR

The motorist who endeavors to run in front of a car in order to beat it over a crossing often fails to appreciate these facts and, in the adjustment of this type of claim, one can readily see that the apportioning of responsibility becomes very complicated.

Even the disobedience of traffic laws and regulations does not free the company from responsibility under the legal doctrine of the last clear chance. Consequently, though a driver may have openly violated the law it is still incumbent on the employees of the company to endeavor to the limit of their ability and equipment to avoid unnecessary damage or injury.

## Ordinance Violations

The making of left turns, by motorists, in front of street cars, which is an open violation of the ordinance, is a case of common practice. Yet if the car slides five or ten feet after the brakes are applied and the current reversed, the motorist feels aggrieved that his claim for a wrecked car is rejected in toto.

Efforts to stop cars quickly in order to prevent such accidents leaves the company open to another type of accident. Elderly persons may be standing in the aisle when the sudden and unexpected checking of the car throws them off their balance. They are bruised and often bones are broken. Being aged and infirm they do not recover quickly and hospital expenses and doctor bills amounting to hundreds of dollars often arise from an effort to

avoid wrecking a second-hand worn-out automobile.

Recently a young lady was thrown clear out of her seat and her knees severely injured in just such an accident. The car was stopped with a jerk to avoid an automobile. A heavy man had hold of the handle of the corner of the seat in which the young lady was sitting. He lost his balance and fell with such force that the back of the seat was thrown forward and the girl pitched out of the seat onto her knees.

## No Question Raised

Wherever persons are injured in or about a Municipal car no question is raised as to responsibility insofar as medical care and treatment are concerned. It is only when large sums are asked for pain and suffering, loss of time, etc., that a close analysis of the circumstances is made as a guide to a just settlement of the claim.

Instances of all manner of claims could be multiplied indefinitely to little or no purpose out of the dozen or so that occur every day.

In a brief survey of this character is only possible to give a sketch of what this branch of the service entails. Two factors are always to be borne in mind: As adjuster for the city, standing between the public on the one hand, and the company on the other, no dilatory tactics are employed in an effort to evade the prompt payment of proper claims. The second factor is that if the millions of people are to be carried to and from their work, who regularly ride on the Municipal System annually, the rights of street cars must be maintained and insisted upon. And in the adjustment of claims, when individuals attempt to put their own convenience above that of the general public, and come to grief in so doing, their damages are appraised and an award made with a strict interpretation of the legal violations involved.

Street cars are given certain preferential rights under the law and if their movements are to be impeded and slowed down to such a degree that they cannot be operated on a regular schedule the business of the city will stop.

## Palo Alto's Beautiful Public Buildings Attract Attention

**P**RE-EMINENTLY, Palo Alto is a city of beautiful homes and exceptionally well constructed and attractive buildings—a city of dignity and charm situated in one of the most picturesque sections of California.

Palo Alto is located at the head of the famous Santa Clara Valley on the peninsula of San Francisco, thirty miles south of that city. It is bounded on the east by the beautiful San Francisco bay and on the west by a wooded mountain range.

Palo Alto operates under a freeholders' charter which provides for a council of fifteen and three administrative boards. The personnel of the council and these boards serve without compensation. Because of the high type of citizen residing in Palo Alto, the city has been fortunate in attracting to its government men and women of unusual ability. Many of the experts employed at Stanford University have contributed, without compensation, time and experience that would ordinarily be beyond the means of a city of its size. The result has been a municipal government that is unusually effective and democratic.

### Municipal Buildings

Three of Palo Alto's most beautiful structures are its City Hall, Fire and Police, and Water Works buildings. All are constructed of reinforced concrete and in architectural design are of the Mission style. The City Hall, the second story of which recently was added, was built at a cost of \$43,000. The building houses the city's utility offices and the general city offices. The Fire and Police building, one of the finest of its kind in the country, was built at a cost of \$67,687 and houses both the police and the fire departments. The Water Works building, 140 x 80 feet, cost \$20,000. This building houses the power generator station and the main water works station.

### Municipal Facts

The Palo Alto tax rate is \$140 on \$100 of assessed valuation.

The city has an unrestricted water supply pumped from deep wells.

Municipal electric service, 2½ to 5 cents per kilowatt hour for light; 2½ cents for cooking purposes; 6 to 4 cents for power.



*Two beautiful municipal buildings at Palo Alto, California. Upper: Fire and Police Building, which houses the city's Police and Fire Departments. Lower: City Hall.*

The power plant supplies a 24-hour service for pumping and street lighting as well as for commercial light and power. Gas is supplied to all parts of the city. A thoroughly modern and adequate sewer system

is in service for both domestic and storm water purposes.

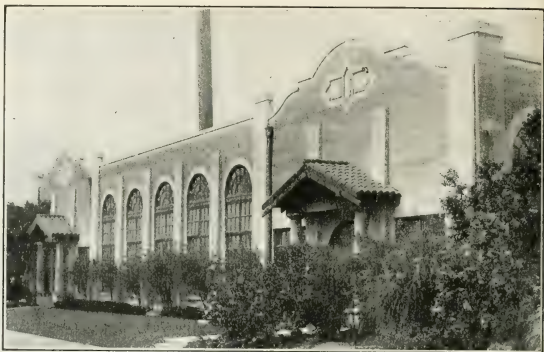
The gigantic redwood tree from which Palo Alto (high tree) derives its name, measures 162 feet 2 inches in height and 28 feet 8 inches in circumference.

There is a 6-cent street car fare to Stanford University and bus service in the city.

The Palo Alto Hospital, the Community Center, and the plants for the supplying of water, electrical energy, gas, street paving and garbage disposal are municipal enterprises.

A city planning commission advises on all matters of city improvements, opening of new streets, and location of parks and public buildings.

The cities of San Jose and San Francisco are so near and so accessible that all of their advantages fall within reach of the residents of Palo Alto. About 400 San Francisco business men live in Palo Alto and commute daily.



*The Water Works Building at Palo Alto, California, which houses the city's power generator station and the main water works station*

## Storm Drain Construction Program for the City of Los Angeles

By JOHN C. SHAW, City Engineer

With storm drains totaling 402 miles in length, built at a cost of \$21,347,000, the city of Los Angeles has completed a goodly portion of its underground drainage system that eventually will rank among the most complete and effective in the United States.

At present twenty-four separate projects, totaling 23.19 miles in length, and costing \$1,386,166, are under contract or construction. The largest is Section No. 3 of the Arroyo de la Sacatela storm drain system, 12.5 miles in length, designed to drain 4275 acres. The benefits resulting from the installation of that drain will be so spectacular and far-reaching as to rank it among the foremost accomplishments of the city. It will permit "filling in" of Arroyo de la Sacatela and Bimini Slough, which for years have throttled the growth of a section of the exclusive Wilshire district.

Twenty-eight jobs for which plans are complete and proceedings under way, total 9.12 miles, to cost \$422,185.

Among the larger storm drains now being designed is the Lenard Street system, which will cost about \$2,500,000, and provide drainage for the area bounded by Sixth Street on the north, Figueroa Street on the west, Twentieth Street on the south and the Los Angeles River on the east. A major portion of the dis-

trict is valuable business property, which will greatly be benefited by adequate drainage.

Other important projects under design are Sections 3, 4, 5 and 6 of the Jefferson Street storm drain, which will complete that system. The approximate cost of those sections will be \$1,500,000.

In the storm drain division of the Engineering Department several innovations in design have been developed, which will result in greater efficiency, as well as reduced cost of storm drain systems. The most notable has been a radical departure in the design of catch basins and local depressions which divert the flow of water into the inlets. Pains-taking research has disclosed some remarkable facts which are being used to determine, if possible, the laws governing flow into catch basin inlets.

Photographic records of all work accomplished, and of physical changes and improvements resulting from storm drain construction will be compiled during the ensuing year. These will consist of aerial photographs as well as pictures made from the ground. In the past such data have proved invaluable for public information and for permanent records.

During the first part of December several large jobs were awarded by the Board of Public Works. They

include the Arroyo de la Sacatela storm drain, which provides for the construction of nearly 12½ miles of storm drain. The bid price on that job was \$925,839.15. Contract was awarded to J. F. Shea Company.

Jobs on which the contract has been awarded and on which the work will start in the very near future are: Bedford Street and Cashio Street Improvement District, Chandler Boulevard and Colfax Avenue Improvement District, San Fernando Road from Tyburn to Huron, and a few others.

The Burbank Boulevard and Reseda Avenue Improvement District, which is a concrete pavement job, should be completed by the end of the year.

Bridge construction work under way or completed includes the Glendale-Hyperion viaduct, which has been completed, and the First Street viaduct, which is about 98 per cent complete. The aggregate sum of the two jobs is about \$1,700,000.

All of the mentioned work will proceed under the general direction of the Board of Public Works and the City Engineer, John C. Shaw. The street improvements are under supervision of C. J. Shults, Engineer of Street Design; the sanitary sewers under supervision of W. H. Pinkham, Sanitary Sewer Engineer; the storm drains under supervision of L. W. Armstrong, Engineer of Storm Drains; the bridges under supervision of Merrill Butler, Bridge Engineer, and the construction and inspection work under supervision of R. H. Rook, Inspector of Public Works.

# Southern California Association of City Clerks, Auditors, Assessors and Treasurers Glendale, California

By RUTH E. MEILANDT, Secretary-Treasurer

AT 11:30 o'clock a. m., on June 15, 1929, city officials from far and near assembled at the new Glendale Masonic Temple to attend the joint meeting of the Southern California Association of City Clerks, Auditors, Assessors and Treasurers, and the Association of City Managers. At 12:15 o'clock p. m., a very enjoyable luncheon, arranged by City Clerk Chapman and City Manager Charleville of Glendale, was served.

City Clerk Chapman presided over the first part of the meeting, introducing Councilman Davis of Glendale, who welcomed the Association, turning the keys of the city over to the visitors, and promising protection to any wayward officials who might go astray in Glendale.

Introductions were next and approximately one hundred members and visitors representing thirty-two cities were present. Harry G. Denton, City Clerk of Sacramento, and Eugene W. Smith, City Clerk of the City of San Rafael, were especially welcomed as representing the northern part of the state, and El Centro on the south was represented by J. C. Neale and his family.

Music was furnished during the luncheon by the Glendale Fire Department Orchestra, and specialty numbers were also rendered by them, all of which were very much enjoyed. Leon Max Pittinger, just four years of age, and acclaimed to be the smallest trap drummer in the world, gave a very remarkable demonstration of his talent. He was ably assisted by his mother, Mrs. Lynn A. Pittinger.

President J. Oliver Brison presented Emery E. Olson, Director of the School of Public Administration of the University of Southern California, who told the group of the success of the short course this year, requesting continued interest in the balance of the course, and in turn presented Thomas F. Cooke, Councilman-elect of the Los Angeles-Hollywood District, recently chosen as Student Body President of the School of Public Administration. Mr. Cooke expressed his appreciation to the officials who were taking



RUTH E. MEILANDT

advantage of the short course, and explained its merits.

Eugene W. Smith, City Clerk of San Rafael and President of the Clerks, Auditors and Assessors' Section of the League of California Municipalities brought greetings to the Association from the League. He requested that some thought be given to the program of his section at the next convention of the League of California Municipalities, which will be held in Oakland in October, and requested that suggestions regarding same be given him.

George H. Allen and M. B. Bothwell of PACIFIC MUNICIPALITIES were introduced. Mr. Allen, the manager of the magazine brought greetings from William J. Locke, and H. A. Mason and in their behalf requested that the members of the League of California Municipalities give consideration to a proposal of making the Executive Secretary a full-time official, which matter will be brought before the next convention. This change is necessary in the opinion of the Executive Board on account of the many demands on that office. Mr. Allen also expressed his appreciation to the officials of Southern California for their cooperation in contributing to PACIFIC MUNICIPALITIES.

Ruth E. Meilandt, City Clerk of Ventura, was next called upon to remind the Association of the next meeting to be held in Ventura, and did so by giving the following verse:

*On August the 17th, remember the date,*

*We meet in Ventura and as sure as fate*

*We'll try to put on a program for you  
That will be something different—  
something new,*

*And you will be just as glad as can be,  
When you visit "Ventura-by-the-Sea."*

*Our climate is perfect, the birds sing  
all day,*

*Our people are healthy, contented and  
gay,*

*They like street assessments, high  
taxes and such*

*And never complain about things—not  
much,*

*But if I tell all these things to you  
You'll want to live in Ventura, too!*

*But as to our meeting—be sure and all  
plan*

*To come up and see us if you possibly  
can,*

*At present because of some changes  
new*

*I'll have to withhold the program from  
you*

*But notices will be sent out and they  
won't be in rhyme*

*That will tell you about it in plenty of  
time.*

*Let's make this a big time, and all of  
you come,*

*Managers, Engineers, and just every-  
one,*

*And I'm sure that our meeting to suc-  
cess could not reach*

*Unless we have present the Council of  
Long Beach.*

*So remember the date—the place—and  
be there,*

*You'll love old Ventura with its salty  
sea air,*

*It's a great little place—I am telling  
the truth,*

*Now please come everybody or you'll  
disappoint Ruth.*

Nick B. Harris, well-known detective, and of great radio fame, was present and was called upon by President Brison for a few words. Mr. Harris responded and delighted

his audience with several humorous stories.

Singing J. L. (Jimmy) Smith, Assistant Fire Chief of Tujunga, was next introduced. Jimmy Smith has created a great reputation for himself as an entertainer and, aided by his little organ, has won the title of the "Original Blues Chaser." One of his numbers he particularly dedicated to this meeting, having written it especially for the occasion, and the words of which are as follows:

TUNE:—"Rainbow 'Round My Shoulders"

#### VERSE

*We're happy, we're happy to see here today  
So many members—regular attenders,  
We welcome all you visitors to Glendale town,  
We're so glad that you came down.*

#### CHORUS (1)

*Dean Edwin A. Cottrell of Stanford University  
Is an outstanding speaker on public affairs, you will agree,  
You know J. Oliver Brison, who is our President  
And our old friend "Dad" Webster is a fine old gent,  
And we should remember, our ex-officio members,  
Emory Olson and Jack Charleville—  
Yes, sir!  
You know "Vic" McCarthy, he is safe and sound  
He runs El Segundo, from the Mayor on down.*

#### CHORUS (2)

*George Wood—he is Controller of Pasadena when he's home—  
He can't control his voice, when'er he starts to roam,  
He always leads the singing, and you folks should be glad  
For he's the best song leader this bunch ever had.  
The salesmen rave and rant about Ruth Meilandt  
Our secretary can't get rid of them—  
No, sir!  
When they hit Ventura, the boys just hang around  
The most attractive City Clerk that they have found.*

#### CHORUS (3)

*We're glad to have you folks with us,  
You're welcome as flowers in May,  
And we hope you'll all come back again another day,  
Glenn Chapman is our City Clerk and proud to be the host  
To all you boys and girls from towns all up and down the coast,*

*Each community, south of Tehachapi,  
Should be represented consistently,  
Make a study of the problem, the different ones propound,  
And you'll be a better official in your own home town.*

#### Speaker of the Day

J. W. Charleville, City Manager of Glendale, presented the main speaker, Dean Edwin A. Cottrell, of Stanford University. The subject chosen by Dean Cottrell was "Business in Government," and with his own personal experience as Professor of Political Science of his university, and Councilman of the City

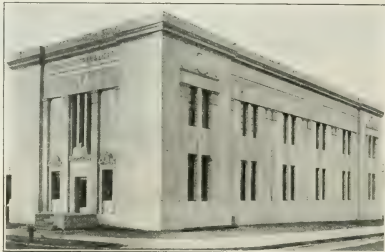
City Engineer; H. A. Harrison, City Auditor.

Brawley.—O. May Juvenal, City Clerk.

Burbank.—Harry H. Coffman, Councilman; W. S. Patterson, City Manager; F. S. Webster, City Clerk; Mrs. F. S. Webster, guest.

Chino.—M. L. Birnie, City Clerk and Assessor; Bert and Jack Birnie, guests.

Compton.—R. B. Hedrick, City Treasurer; Louise C. Chackley, Secretary to Treasurer; Mrs. Maude Hecock, City Clerk; Daisy Ball, Secretary to City Clerk; A. B. Gidley, City Manager.



*Glendale's beautiful new Sub-Station, which was visited by guests at the Southern Association meeting*

of Palo Alto, having at one time been the Mayor, his remarks regarding efficient and business-like operation of city government were authentic and practical. He spoke on, among other topics, the proposed improvements to the State Constitution, and also on group insurance, which is being very satisfactorily handled in his city. Dean Cottrell's address was intensely interesting and gave all an inspiration for more efficient operation of municipal affairs.

After the meeting, under the direction and guidance of City Manager Charleville, all representatives visited the new Public Service Building of Glendale, the new sub-station, and also made an inspection of the Grand Central Air Terminal.

It was the consensus of opinion of all that the arrangements for this meeting had been very well made and that the appreciation of the association be extended to Mr. Chapman and Mr. Charleville for their efforts in having presented such a successful meeting.

Those who were present are as follows:

Alhambra.—A. E. Stockburger, City Manager.

Beverly Hills.—Jack C. Albers,

El Centro.—J. C. Neale, City Clerk; Mrs. J. C. Neale, guest; Bobby Neale, guest.

El Segundo.—Victor D. McCarthy, City Clerk; Mrs. Victor D. McCarthy, guest.

Elsinore.—C. J. Kalina, City Clerk.

Fillmore.—C. Arrasmith, City Clerk and City Manager.

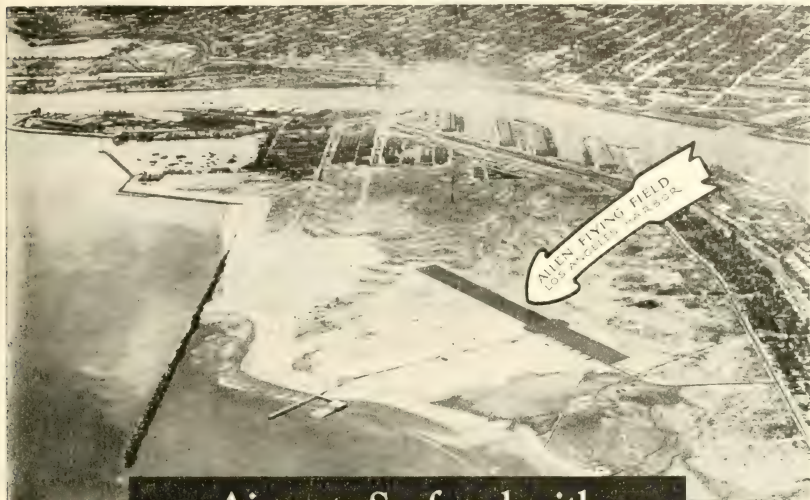
Glendale.—Glenn C. Chapman, City Clerk; J. W. Charleville, City Manager; Mrs. J. W. Charleville, guest; W. Turney Fox, City Attorney; O. J. Renfreix, Superintendent Parks and Recreation; H. C. Vandewater, Superintendent of Buildings; Howard W. Loreg, License Inspector; Blanche H. Gartley, City Treasurer; Martha Eiler, Deputy Treasurer; Miss Jo Ritten, Deputy City Clerk; Albert Ewald, Deputy City Clerk; Joana Heeb, Deputy City Clerk; Lucille Scrinin, Secretary-City Clerk.

Hermosa Beach.—S. D. Samson, City Treasurer; Mrs. S. D. Samson, guest.

Huntington Park.—Otto R. Benedict, Mayor; W. P. Mahood, City Clerk; Will Phillips, Water Superintendent.

Inglewood.—Harry R. Spaulding, City Treasurer; Mrs. Harry R. Spaulding, guest.

(Continued on Page 266)



## Airports Surfaced with Gilmore Special Asphaltic Oil are Enduring and Dustless .

More than 367,000 square feet of the Allen Flying Field at Los Angeles Harbor has been surfaced under the direction of Gilmore Engineers with Gilmore Special Airport Asphaltic Oil.

A scientific analysis of the surface and subsoil (all this land has been reclaimed) was required in order to determine the grade of oil and method of application to render the surface dustless and impervious to water.

Recommendations for proper Airport surfacing submitted on request.

**GILMORE OIL CO., Los Angeles**

# GILMORE

*Special*

# AIRPORT OIL



The advertiser will be pleased if you mention Pacific Municipalities

## SOUTHERN CALIFORNIA ASSOCIATION

(Continued from Page 264)

Lynwood.—Alice M. Rutter, City Treasurer.

Long Beach.—J. Oliver Brison, City Clerk; Mrs. J. Oliver Brison, guest; E. L. Taylor, Councilman; Robert M. Hicks, Councilman; R. W. Jones, Councilman; Mrs. Alice B. Saffold, Public Utilities Department; Viola Walter, bookkeeper; John G. Spielman, City Assessor; Mrs. John G. Spielman, guest; Dorothea Spielman, guest; R. S. McGaughey, Deputy City Assessor; Miss Leah Smuck, Chief Clerk, Assessor's office.

Monrovia.—F. A. Dupar, City Clerk; Mrs. F. A. Dupar, Deputy City Clerk; Annetta Monroe, City Treasurer.

Montebello.—Oscar Sagel, City Auditor; Mrs. Oscar Sagel, guest.

Monterey Park.—Arthur W. Langley, City Clerk; George H. Pash, Superintendent of Streets and Water; Mrs. George H. Pash, guest; Mrs. A. W. Langley, guest.

Ontario.—D. B. Wynne, City Clerk.

## ALBANY—A CITY OF HOMES AND INDUSTRY

**S**TRETCHING from the tidelands to the foothills, the City of Albany is one of the best known and most delightful in all Alameda County. It is a city of comfortable homes; splendid people, modern advantages, and unusually attractive for desirable investments.

Situated in the midst of a fast-growing metropolis, Albany's citizens are fully aware of the tremendous opportunities at their door.

Albany has a population of some 10,000 people, energetic, wideawake citizens who take personal pride in the modern trend of their home city. These people lend aid to meritorious projects that are for the welfare of their city. They work together in splendid harmony and accomplish substantial results.

Besides its hundreds of beautiful homes, Albany is surrounded by considerable industrial area. The city has, perhaps, more paved streets than any other city its size in California. The people of Albany have learned that good streets are a great help in making for a real city.

Newcomers locate and build their homes in Albany because of the convenience of transportation in all directions; the comparatively low prices of real estate; the clean and inviting appearance of the city and the good and wholesome home atmosphere that permeates it.



J. W. CHARLEVILLE  
Host at Glendale meeting

Pasadena.—George H. Wood, City Controller; Miss Ruby Wood, guest. San Fernando.—Ivan A. Swartout, City Clerk.

Signal Hill.—George H. Cooper, City Clerk; Mrs. Edna O. Cooper, guest.

South Gate.—F. W. Munson, City Auditor; H. C. Peiffer, City Clerk.

South Pasadena.—Nettie A. Hewitt, City Clerk; H. W. Huntzinger, City Treasurer; Lillian Ong, Deputy City Treasurer.

Tujunga.—Earl G. Brunner, Chief of Police; Harry M. Rice, Chief of Fire Department; Jimmie Smith, Assistant Fire Chief; E. A. Miller, Mayor; Bertha A. Morgan, City Clerk; Esther Purcell, Deputy City Clerk.

Ventura.—Edna M. Guse, Water Department; Ruth E. Meilandt, City Clerk.

George H. Allen, General Manager PACIFIC MUNICIPALITIES, San Francisco; M. B. Bothwell, Service Manager PACIFIC MUNICIPALITIES, San Francisco; Thomas F. Cooke, Councilman-elect, Los Angeles; Edwin A. Cottrell, City Councilman, Palo Alto; H. G. Denton, City Clerk, Sacramento; Albert Marple, newspaperman, Glendale; Emery E. Olson, Coordination Officer, U. S. C.; Eugene W. Smith, City Clerk and Assessor, San Rafael; Professor Samuel May, Faculty, short course, Berkeley; Nick B. Harris, detective, Los Angeles.

## OAKLAND MUNICIPAL AIRPORT TO EXPAND

Oakland's municipal airport, besides being one of the finest in the world, will now have the largest naval reserve air base on the Pacific Coast, according to Port Manager George Hegardt, who has just received word of the approval of the plans for the enlarging of the naval reserve air base from Secretary Adams.

Oakland will construct a hangar 90 feet by 120 feet with a lean-to 20 feet wide to house navy planes. A dormitory, derricks, and other

equipment also will be provided. With the completion of this new hangar it will be the sixth at the airport.

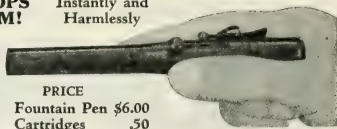
Selection of a site at the airport for the naval reserve air base will be made immediately by Lieut. Com. E. B. Connell, commanding officer of the base here.

When this work has been completed it will establish the Oakland naval reserve air base as the largest on the Pacific Coast and one of the largest in the nation.

## A Blind-X Gas Fountain Pen

**STOPS HIM!**

Instantly and Harmlessly



PRICE  
Fountain Pen \$6.00  
Cartridges .50

## CALIFORNIA ARMS COMPANY

Manufacturers and Distributors

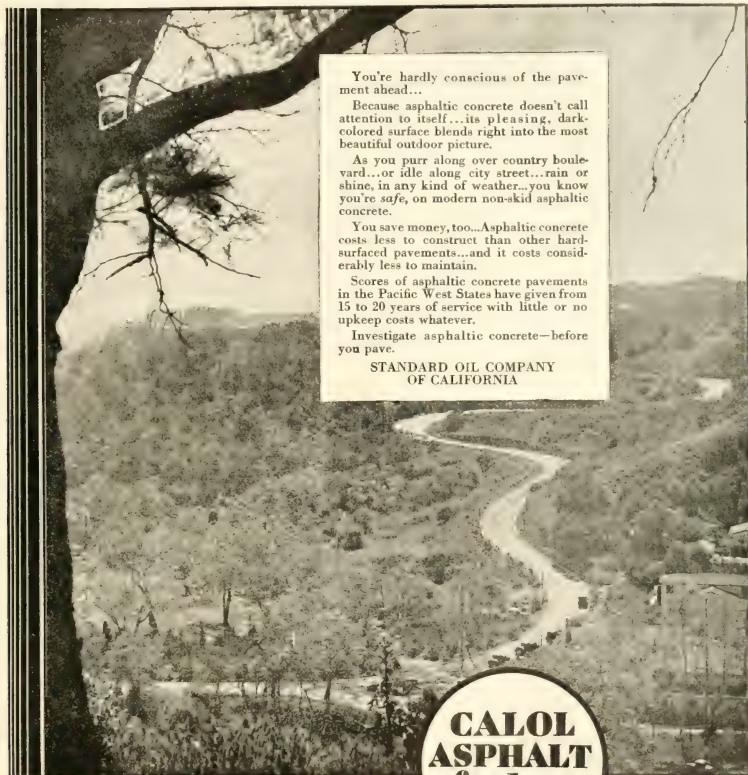
ARMS AND EQUIPMENTS

995 Market Street

San Francisco

For Use of Civil and Military Governments

# It fits right into the most beautiful outdoor picture



You're hardly conscious of the pavement ahead...

Because asphaltic concrete doesn't call attention to itself...its pleasing, dark-colored surface blends right into the most beautiful outdoor picture.

As you purr along over country boulevard...or idle along city street...rain or shine, in any kind of weather...you know you're *safe*, on modern non-skid asphaltic concrete.

You save money, too...Asphaltic concrete costs less to construct than other hard-surfaced pavements...and it costs considerably less to maintain.

Scores of asphaltic concrete pavements in the Pacific West States have given from 15 to 20 years of service with little or no upkeep costs whatever.

Investigate asphaltic concrete—before you pave.

STANDARD OIL COMPANY  
OF CALIFORNIA

**CALOL  
ASPHALT  
for best  
results**

*Bel-Air Subdivision, Los Angeles, California. Paved with 4" asphaltic concrete in 1926*

# *Asphaltic* **CONCRETE** **NON-SKID pavements**

Do you mention Pacific Municipalities when you write? Thank you



# Station UNI,

*"Dad" Mason broadcasting*

IT IS to be noted that during the past few months a considerable number of proposed bond issues have been defeated by the electorate. The projects which were to be financed by borrowing money were varied and included airports, grade separations, municipal buildings, public utilities and others commonly deemed essential. Manifestly this is a reaction against going in debt and one must view it with complacency. If the reaction will extend itself to installment buying, dealing in margins and kindred financial practices it is one which many of us will welcome. Also, it will stimulate the so-called virtue of self-denial. And self-denial is no less a virtue when it attaches itself to entire communities. A realization that we can do without some things really does not diminish our stock of happiness and if we can be contented to get along with what we have, why, happiness will be added, too. It is the "wanting of things" that brings discontent, especially when we see our neighbors actually possess the things that we want.

## Pay as You Go

This form of righteous practice has been preached to human beings ever since a member of our species became a philosopher, but it does not appear that the world has been made to see its wisdom. The reason that the mass of individuals cannot adapt themselves to an acceptance and practice of this philosophic axiom is because of that essential human impulse, viz.: We seek to satisfy our wants by the least expenditure of energy, and an easy way to satisfy our wants is to "get today and pay tomorrow." And if we die before payment, then posterity will pay and we will have the pleasure that possession brings and someone else will foot the bill. But if we live long enough to have to pay, we pay double; for buying something with borrowed money costs (usually) twice as much as it would have had we paid cash. But I am not preaching expecting to

make things different, at least right away. The human race is yet in its childhood. It may be, though, that the righteous ideas taught now will become actualities when the race of men reaches its maturity.

\* \* \*

## As to Pensions

The Governor has signed a bill providing for a pension to be given aged people who are without means. It is a humanitarian act, an act of charity and should not be decried. However, there are those who maintain that it is the price paid for human injustice done in the past; that if absolute justice prevailed in our human relationships there would be little need for charity. But there is no such thing as absolute justice; it is relative only. At best it can be only approximate. We can but make justice as proximate as we can humanly do. This leads to what I would say in this connection. I recently read in a magazine a very interesting article entitled "The Problem of Pensions." From that I learned that there were about 400 formal pension plans in industrial, railroad, commercial and financial organizations in the United States covering approximately 4,000,000 workers and affording superannuation relief to about 90,000 individuals at a probable expense of \$43,000,000 a year. This is probably exclusive of governmental pensions. The problem of the writer of the magazine article, as I read it, was to find a justification for it. Various reasons have been given such as: "a deferred wage payment," "a charitable gratuity," "a reward for long and faithful service," "an excuse for getting rid of an inefficient." None of these answers to the question appear to have a logical basis. My answer is—(and it may not appear very logical, either) that a pension to the aged is given so as to avoid charity by doing justice and by "doing justice" I mean treating all men alike. If we are to give to a person who reaches the age of 65 years a sum of money because he is needy, that is an act of charity. If we give to all a sum because the age limit is reached, that is justice. But

it will be pointed out that to do this for everybody is not necessary; some there are who have plenty and do not need it. Why give to them? To me that seems to be evidence that society does not function as it should, else why should a few have plenty and many (perhaps) have insufficient to properly sustain themselves during the incapacitated years of their lives? It does appear to me affirmatively that giving a pension to all is only a step in the evolution of social equalization—a step approaching justice. Assuming this, a pension system based on correct economic principles has reason to sustain it.

\* \* \*

## Municipal Retirement Systems

There are a large number of municipal retirement systems in the United States. Very few of them are based on correct principles and sooner or later will be found to be unjustly burdensome and will have to be discarded. There are a few that have been established with a due regard to the matter of future liabilities. I can mention San Francisco's system as being one based on recognized economic principles. The term "retirement" is applied to such a system so as to get away from the idea of charity which somehow has attached itself to this form of social aid. There is no space here for a description of the working of the system; that might be properly presented at a convention. All that I am aiming to do at this time is to call attention to the evolutionary process now under way that has for its ultimate purpose the extension of human equality and its correlative, the approximation of social justice. The number of private industrial concerns providing for old age insurance is rapidly increasing and public bodies should be expected to follow suit in making similar provision for those in the public service. The larger cities are in a position to do this. The smaller ones will probably be compelled to merge their interests in some form of mutual organization. How this could best be done might be a proper subject for discussion at an early date.



West Fourth Ave.  
Olympus, Wash.

## Driving Qualities Built In

Delightful driving qualities are built into pavements of portland cement concrete. The surface smoothness remains true through every year of wear.

Surface and foundation in a concrete pavement are merely the upper and lower part of a solid slab of molded rock—there is nothing to wave or rut, even in hot weather!

Concrete pavements are restful to the nerves of driver, passenger and taxpayer alike. They are not only most enjoyable to ride over—they are *safest* in all weather.

PORTLAND CEMENT ASSOCIATION  
LOS ANGELES                      SAN FRANCISCO

*A National Organization to improve and extend the uses of concrete  
Offices in 32 cities*

PORTLAND CEMENT  
**CONCRETE**  
FOR PERMANENCE



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

## THE MUNICIPAL TRANSPORTATION PROBLEM

ONE of the biggest problems confronting municipalities at the present time is that of transportation. Largely because of the present use of the private automobile the street railway business is no longer profitable; in fact, the contrary is the case and many companies throughout the country are in a bad way financially and are running deeper and deeper into the red each succeeding month.

The municipally owned railways in San Francisco are apparently no exception to the general condition and are found to be in a similar dilemma, according to a recent report submitted by City Engineer O'Shaughnessy. In this report, wherein purchase of the two remaining privately-owned street railway systems is recommended in order to provide a unified street railway service, he says: "As a result of the studies made, it is obvious that even the unified system cannot be operated on the municipal wage scale on a 5 cent fare, nor can the private company maintain its tracks and equipment in a satisfactory operating condition and render a proper standard of service on a 5 cent fare."

### Subsidy From Taxes

Mr. O'Shaughnessy recommends that the deficit be made up by general taxation and calls attention to the fact that this plan has already been adopted in the City of New York. He says:

"The recommendation to cover any deficit, in the operation of a combined municipal system, by a subsidy from taxes, is considered to be sound in principle, and not without precedent, as witness New York. Such a plan is believed to be far more desirable than an increase in the rate of fare."

The report recommends, first, that a public utilities commission be established for the administration of

these utilities. It is further recommended that all licenses to operate jitney busses be withdrawn and that their operation be prohibited.

"2.—That the properties of the Market Street Railway and the California Street Cable Railroad, if and when secured, be combined and operated with the Municipal Railway.

"3.—That the fare be retained at 5 cents with a universal transfer privilege.

"4.—That deficits resulting from the unified operation and retention of the 5 cent fare be met by additions to the tax rate.

"5.—That the railroad system be relieved of all cost of paving except those incidental to making track repairs and any additional cost of street paving occasioned by the presence of track.

"6.—That the 'skip-stop' method of operation be placed in effect where street spacing permits.

"7.—That the United States post office department be required to pay the transportation of its employees on duty now carried free.

### Better Service Needed

Referring to the condition of the largest privately-owned street railway company in San Francisco and the necessity for better service for the people of the city, Mr. O'Shaughnessy has this to say:

"The study of the Market Street Railway Company's finances and its track condition make it evident that on the basis of a 5 cent fare, the private company cannot indefinitely maintain its tracks and equipment in condition to render a satisfactory service, and that a continuation of the street railway operation on the 5 cent fare under private ownership means that both the quality of the service and the condition of the property will become poorer and poorer year by year.

"A high standard of street railway service is essential to the continued growth and prosperity of San Francisco, and the city engineer points out that this high standard of service can best be rendered under a unified system, with universal transfers, and if the 5 cent fare is to be maintained, with the high standard of wages paid by the mu-

nicipality, this can only be done through a contribution from taxes. This, of course, if the present trend in street railway traffic continues, as it has for several years in a distinctly downward direction.

"The city engineer justifies this recommendation for contribution from taxes as being sound, in that it puts a portion of the burden of maintaining this high standard of service on the taxpayer whose properties and business are directly benefited by such service, instead of leaving the entire burden on the riding public.

"In the report of the city engineer presents certain tables showing estimates of the financial results of municipal operation of the combined systems on the basis of continuing the 5 cent fare, and making allowance for the estimated loss of revenue occasioned by universal transfers.

"On the basis of these estimates, under the present municipal wage schedule, the unified system, with the proposed rerouting of cars, after providing adequately for depreciation of the properties, would indicate an operating deficit of \$869,667 annually, as compared with an operating deficit of \$1,623,648 if the present service were to be continued under the municipal wage scale.

"These deficits do not take into account interest and ultimate fixed charges. When the interest and fixed charges are added to the operating deficit, on the basis of the purchase price suggested by the city engineer, the gross deficit would be \$2,741,867 annually.

### Effect on Tax Rate

"This figure would be reduced to \$2,346,867 as the result of certain increases in revenue and decreased operating costs which would result if certain other of the city engineer's recommendations were placed in effect.

"On the basis of an assessed valuation of \$850,000,000, this latter figure would amount to 27 6-10 cents on the tax rate."

However, the situation in San Francisco is simple in comparison with the transportation problem of the east bay cities, where the con-

gested business district is smaller whereas the distance carried for a single fare is much greater.

At the rate hearing held before the railroad commission about two years ago the Key System Transit Company suggested a 10 cent fare for the casual rider, and a weekly pass for \$1 good to the holder thereof for any number of rides during the week. The commission refused to adopt the suggestion made by the company but granted an increase from 6 to 7 cents for single fares. However, notwithstanding the increased fare, the financial condition of the company has grown steadily worse. Feeder lines are being abandoned in many outside districts, and busses are being substituted for the street cars largely in order to avoid the expense of street paving.

The municipal transportation

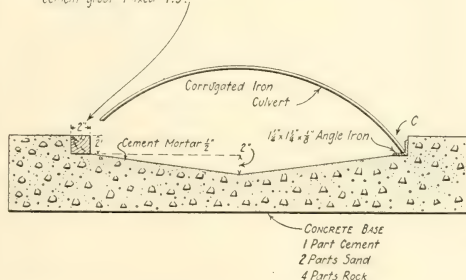
problem is of such importance as to warrant the most serious attention and consideration of all thoughtful citizens. Any extensive community having a large utility company that is continually operating at a loss is bound to feel the effects of that loss in one way or another sooner or later. It is sure to be reflected in other lines of business.

The following matters in connection with the transportation problem in cities may be deemed axiomatic: 1st, that satisfactory transportation service, either by street car or busses is necessary in every city of any size; 2nd, that the company furnishing the service must be able to earn a reasonable return on its invested capital; 3rd, that street cars are better than busses for mass transportation; 4th, that street cars have a life three or four times greater than the life of busses; 5th, that busses have the advantage over

street cars of being more elastic, comparatively noiseless and safer by reason of the fact that passengers may be taken on or let off at the curb; 6th, that a 10 cent fare for the casual rider is now the rate most prevalent in the United States; 7th, that the wholesale patrons or everyday riders should be granted a lower rate than the casual riders; 8th, that because the value of real property depends to considerable extent on adequate transportation service, a stand-by or ready-to-serve charge as proposed in San Francisco is justifiable; 9th, that the practice of making street railway companies pave the street between rails and two feet on either side is unjust, especially in view of the fact that jitneys, auto stages and other private automobiles in competition with the street railway company do not pay anything; 10th, that it is unjust to require the railway company to carry any persons free of charge.

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# Recent Court Decisions,

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**R.C. McAllister, Former City Attorney, Pasadena**

135. A police officer is a public officer whose salary is incident to title to the office and not to its occupation and exercise.

When a police officer was injured through the negligence of a third party, the city could recover the full amount of salary paid while off duty. It was not limited to the amount recoverable by the officer as workmen's compensation, because of the provisions of Sec. 26 of the Workmen's Compensation Act.

**City of Oakland v. Lyckberg, 272 P. 606 (First Dist. Ct. of Appeal, Calif. Nov. 1928.)**

136. The charter of Los Angeles does not require a trial or formal hearing by the civil service commission before a discharged employee may be ordered reinstated. A written report by a commissioner who investigated the case is sufficient.

An entry in the minutes of the civil service commission is a sufficient written finding that charges against an employee were not sustained.

**Krohn v. Bd. of Com'rs., 272 P. 757 (Second Dist. Ct. of Appeal, Dec., 1928.)**

137. Where oil is collected and held in tanks at seaboard to fill prior orders for export awaiting the arrival of ships, the oil being of a grade sold only for export, it is in foreign commerce and not subject to local taxation. The test in such cases is continuity of journey, which is not broken by mere temporary rest en route.

The sheriff and tax collector will be enjoined from enforcing a tax on such oil.

**Carson Petroleum Co. v. Vial, Sheriff and Tax Collector, 49 S. Ct. Rep. 292 (U. S. Sup. Ct. 1929).**

138. A seaman employed to navigate fishing vessels from three to five miles from the shore at Santa Monica Bay carrying pleasure par-

ties for deep sea fishing is engaged in Maritime employment. Where such person was drowned while endeavoring to save a vessel on the bay during a storm, a suit for damages for such death is within the exclusive admiralty jurisdiction of the federal courts under Art. 3, Sec. 2, U. S. Constitution. The California Workmen's Compensation Act is not applicable.

**London Guarantee & Accident Co. v. Ind. Acc. Comm., 49 S. Ct. Rep. 296 (21 U. S. Sup. Ct. 1929).**

139. The Railroad Commission may abrogate contracts between a public utility and consumers to prevent discrimination between contract and non-contract consumers. Such action is a proper exercise of the police power and does not violate the Federal Constitution.

**Sutter Butte Canal Co. v. R. R. Com. of Calif., 49 S. Ct. Rep. 325 (U. S. Sup. Ct. 1929).**

140. Although it is unnecessary to recite when the first payments of principal and interest will be made in an ordinance calling a bond election, such recitals may not be disregarded as surplusage. They are part of the proposition approved by the voters without which it cannot be said that the bonds would have been voted.

**City of No. Sacramento v. Irwin, 272 Pac. 767 (3rd Dist. Ct. of Appeal, Calif. Dec. 1928).**

141. There is no canon against using common sense in construing laws as saying what they obviously mean.

A statute is not unconstitutional because it might have gone farther than it did, or because it may not succeed in bringing about the result that it tends to produce.

**Roschen v. Ward, 49 Sup. Ct. Rep. 336 (U. S. Sup. Ct. 1929—opinion by Mr. Justice Holmes).**

142. A faithful performance bond under Sec. 15 of the Improvement Act of 1911 is for the benefit of the property owners as well as the city. The obligation of the surety is not

limited to the amount contributed to the improvement by the city.

The city is trustee for the property owners, and as such may sue on the bond for their benefit without joining the property owners as plaintiffs. The names of the legal owners are matters of public record and need not be alleged.

It will not be assumed that the city officials will put money recovered from the surety in the general fund and not benefit the property owners, and the surety company may not defend on this ground.

**City of Oakland v. De Guarda, 272 P. 779, 273 P. 819 (1st Dist. Ct. of Appeal, Calif. Jan. 1929).**

143. A suit for rescission and cancellation of a contract under Sec. 3406 Civil Code is essentially equitable. A municipal court established pursuant to Sec. 11, Art. 6, California Constitution has no jurisdiction of such an action in view of Sec. 76, Code of Civil Procedure giving the superior court original jurisdiction in all cases in equity.

**Freligh v. McGrew, 272 P. 791 (2nd Dist. Ct. of Appeal, Calif. Dec. 1928).**

144. The Public Works Act of 1919 is cumulative with sections 1184 et seq. Code of Civil Procedure. An action on a bond given under the Act is not governed by the code sections.

A verified claim filed with a school district containing an itemized list of the materials furnished and a statement that it has not been paid complies with the requirement of the Act for the filing of a verified statement. It is immaterial that it is entitled "A Notice to Withhold" and that it also complies with Sec. 1184 C. C. P.

Where the school district and the trustee thereof were joined as defendants in an action on the bond, and confessed judgment for the amount in their hands due the contractor, a surety on the bond was not prejudiced by the joinder of such parties defendant nor by crediting the amount held by the district and giving judgment for the balance.

The school board was not a principal on the bond, and its consent to judgment was not a compromise which exonerated the surety.

Plaintiff was not obliged to prove that the school district had a larger sum than it admitted, and was not required to exhaust his remedy against the district before proceeding against the surety. Defendant surety was at liberty to show that the school district had a larger sum than was admitted, by examination of the trustees or other proper persons.

The claim required by the Act may be verified by the manager of plaintiff corporation or by any person who knows the facts.

**Sunset Lumber Co. v. Smith**, 272 Pac. 1068 (1st Dist. Ct. of Appeal, Calif. Dec. 1928).

In an election held June 12, the city of Palo Alto, California, voted overwhelmingly a \$250,000 bond issue for construction of a new municipal hospital. Plans call for the erection of the hospital on the Stanford University campus at a cost of \$450,000. Of that sum \$150,000 has been subscribed and the balance will be realized from sale of the present hospital property.

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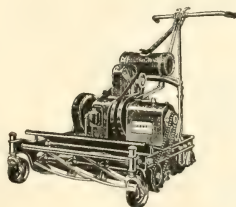
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# League of Oregon Cities

By J. L. FRANZEN, *Executive Secretary*  
City Manager, Oregon City

WITH a view to determine if it is feasible to make uniform license fees, your secretary has mailed to the cities of Oregon a questionnaire to ascertain what the fees for various licenses are in the cities. These questionnaires are coming in at a good rate and the data shown in them will be compiled and studied to determine if it is possible to make uniform license ordinances.

## University Conference

There will be held at the University of Oregon on June 28, 1929, a conference under the auspices of the University Summer Session with the cooperation of the League of Oregon Cities. The object will be to discuss the following four very important questions in which every city is interested:

1. The City Budget and its operation under the laws of Oregon.

2. The municipal debt situation in the state of Oregon.

3. The financial aspect of publicly owned utilities.

4. The assessment of urban real estate.

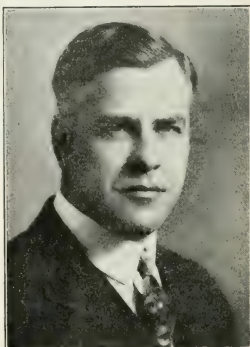
The above topics are related to legislation that has been introduced in previous legislatures and will, in all probability, appear again.

No. 1 will have some bearing on the new uniform accounting law that is now in effect.

No. 2 has to do with the investigation now being carried on by the University in conjunction with the stream pollution problem.

No. 3 relates to taxing of publicly owned utilities.

No. 4 is the ever-present tax question.



J. L. FRANZEN

Two of the above topics will be taken up during the morning session and two at the afternoon session. There will be speakers to open the discussion, after which there will be general discussion of the topic under consideration.

## Pacific Northwest Section American Water Works Holds Its Annual Meeting

The Pacific Northwest Section, American Water Works Association, held its annual meeting in the Hotel Davenport, Spokane, Wash., May 17 and 18. There were more than seventy-five members and guests in attendance. Commissioner Leonard Funk, Mayor-elect of Spokane, welcomed the delegates. W. A. Kunigk, Chairman of the Section, responded.

The following were some of the interesting papers read and discussed: Water Supply System of Spokane—Alexander Lindsay, superintendent of the Spokane Water Works; Standards of Construction in Seattle Water Department—A. M. Lewis, assistant superintendent; Design and Operation of the Lewiston Filtration Plant—W. P. Hughes, City Engineer, Lewiston, Idaho; Automatic Pumping Stations—J. W. Robinson, civil engineer, Water Division, Spokane, Wash.

The General Electric Company projected two films on Metallic Arc Welding of Pipe Lines and Modern Manufacturing With a Stable Arc Welder.

On the evening of May 17 the delegates and visitors were given a dinner and entertainment. Charles W. Hedger, Commissioner of Public Works, gave a talk. On May 18 the members were taken on trips to points of interest on the Spokane Water System, they having been the guests of E. James, assistant superintendent of Water Works.

The following officers were elected:

Chairman—Ben S. Morrow, Portland, Oregon, Chief Engineer Water Department.

Vice-Chairman—Alex Lindsay, Spokane, Wash., Superintendent Water Department.

Secretary-Treasurer—Ernest C. Willard, Portland, Oregon, Consulting Engineer.

Directors—Carl A. McClain, Eugene, Oregon, Superintendent Water Department; Fred J. Sharkey, Wenatchee, Wash., City Engineer.

# Roster of Water Works Conference

Batcheller, W. T., Consulting Engineer.....	Seattle	Fowler, H. D., Northwest rep. Pittsburgh-Des Moines Steel Co.....	Seattle
Braun, P. J., National Board of Fire Underwriters.....	Seattle	Gilman, N. A., Superintendent Water Department.....	Yakima, Wash.
Brown, Corey, Foreman Water Bureau.....	Portland	Goode, H. A., Water Department, Secretary to Commissioner Mann.....	Portland
Casad, C. C., City Engineer and Superintendent Water Dept.....	Bremerton, Wash.	Hallgren, E. N., Rensselaer Valve Co.....	Seattle
Chadwick, H. M., Beal Tank & Pipe Co.....	Portland	Hamilton, H. E., Water Department.....	Spokane
Chambers, Grover, Superintendent Water Department.....	Cheney, Wash.	Hamilton, J. N., General Foreman Water Department.....	Portland
Chew, Geo., Seattle Water Department.....	Seattle	Harper, L. V., Manager Cleman Electric Company.....	Chelau
Cunningham, J. W., Bear & Cunningham, Consulting Engineers.....	Portland	Hedman, O. F., Hughes & Co.....	Spokane
Dahlberg, J. S., Water Department.....	Seattle	Hill, J. R., Superintendent Water Department.....	Moscow, Ida.
Dawson, J. M., Water Commissioner.....	St. Maries, Ida.	Hill, E. O., Superintendent Water Department.....	Coeur d'Alene, Ida.
Delaney, F. J., Water Department.....	Spokane	Hooper, C. M., Superintendent Water Department.....	Pullman, Wash.
Devere, Joe, Superintendent Water Department.....	Cle Elum, Wash.	Houk, A. B., Superintendent Modern Electric Water Co.....	Opportunity, Wash.
Disher, R. J., Northwest rep. Pacific States Cast Iron Pipe Co.....	Portland	Hughes, E. H., Hughes & Co.....	Spokane
Eckland, H., Foreman Water Department.....	Bremerton, Wash.	James, Elmo, Assistant Superintendent.....	Spokane
Ewing, J. W., Water Department, charge of stores.....	Spokane	Jones, F. D., Foreman Water Department.....	Spokane
Fluno, L. E., Water Department.....	Spokane	Judson, H. T., Northwest representative Hersey Manufacturing Co.....	Portland
Footo, H. B., State Health Department.....	Helena, Mont.	Kanz, John, Superintendent Water Department.....	Waitsburg, Wash.



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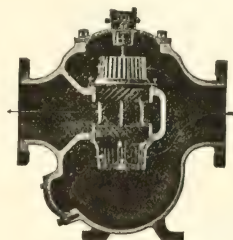
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Lavasp, A. H., Superintendent Water Department, Washington Gas & Electric Corp.	Longview, Wash.	Sharkey, F. J., City Engineer	Wenatchee, Wash.
Lewis, A. M., Assistant Superintendent Water Department	Seattle	Sibbett, Geo., General Manager Pacific States Cast Iron Pipe Co.	Provo, Utah
Lewis, H. H.	Seattle	Sovulewski, L. G., Wallace & Tiernan Co., Inc.	Spokane
Lindsay, Alex., Superintendent Water Department	Spokane	Stephens, E. C., Superintendent Water Department	Snohomish, Wash.
Lowe, G. B., Water Department	Spokane	Sterling, C. A., Engineering Department	Wenatchee, Wash.
McFarland, R. B., Superintendent Water Department	Pasco, Wash.	Sullivan, J. W., City Engineer	Sandpoint, Ida.
McLean, R. F., Superintendent Water Department	Walla Walla, Wash.	Swanholm, K. H., Engineering Department	Boise, Ida.
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Polk, Robt., Northwest Agent American Cast Iron Pipe Co.	Seattle	Watkins, S. C., Chief Engineer Water Department	Aberdeen, Wash.
Rains, R. H.	Spokane	Wellington, L. E., Crane & Co.	Spokane
Robideau, C. J., Crane & Co.	Spokane	Wetteland, R. T., Steel Tank & Pipe Co.	Portland
		Willard, E. C., Consulting Engineer	Portland
		Winsor, A. T., Water Department	Tacoma

## FASTER CARS DEMAND SAFER HIGHWAYS

By E. E. DUFFY

**M**OST automobiles now being made have a speed of at least fifty miles an hour.

Car speeds and the great volume of traffic now thrown on the roads are exerting a beneficial influence on highway design and construction. In the early days of rural pavement laying, for instance, many surfaces were built to a width of no more than sixteen feet, scarcely room enough for a load of hay and a car. Later, an eighteen-foot pavement width was adopted by most states with a thought that six yards would surely be adequate for two passing automobiles.

Recently, however, experience and government tests have demonstrated that in the interest of speed with safety a rapidly traveling car should have a ten-foot lane. Some drivers, of course, should have even more space, but highway authorities are in accord on a twenty-foot width for the ordinary rural road subjected to fairly heavy traffic.

Illinois, Michigan and Wisconsin are among the states now specifying twenty-foot pavements on well traveled roads. Twenty per cent of the mileage of rural pavements built on Federal Aid projects last year were twenty feet in width. New York, particularly, has gone in for even wider rural pavements with many being built twenty-seven, thirty-six and forty feet wide.

Safety is being introduced into pavements through other mediums, such as smooth surfaces, easier curves of a pitch suitable for fairly high speeds, wider shoulders, greater sight distance at curves, better guard rails, better grade crossing facilities such as underpasses, and better designed highway intersections.

Where traffic is quite heavy,

streets and roads are in some instances being separated at intersections through the elevation of one thoroughfare over the other. The cost of such structures is soon returned through the elimination of congestion.

Less expensive but quite suitable arrangements for continuous and safe travel at intersections may be made. Notably in New York and New Jersey, traffic circles, sometimes called rotary intersections, are in service. These consist simply of a circular pavement into which

traffic pours from the intersecting highways. This avoids all lefthand turns—one of the greatest contributors to accidents.

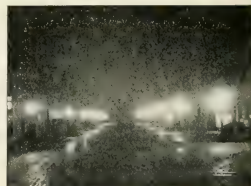
Some states are adding two extra lanes to all highways at the intersection. This extra space permits a free flow of cars. Another method is the curved intersection wherein each of the crossroads is joined to those adjacent by a curve, cutting off the corner and forming a simple design similar to that on some of grandmother's old corners.

## CHENEY, WASH., STREET LIGHTING SYSTEM FORMS AIRWAY MARKER

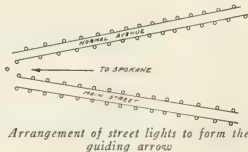
A new street lighting system has been installed on two converging streets in Cheney, Wash., so as to form an arrowhead of light, pointing in the direction of Spokane. Aviators, when flying at night from the West Coast to Spokane, are able to pick up the lights of Cheney and by following the direction of the guiding arrow, find it a simple matter to locate their destination at the large landing field at Spokane.

The new street lighting installation, designed and manufactured by

the Arcadian design with Sol-Lux Luminaries equipped with Bi-Lux refractors and 4000-lumen lamps.



Night view of Main Street, Cheney, Washington



Arrangement of street lights to form the guiding arrow

Westinghouse, was donated to the town by Mayor C. D. Martin, as a memorial to his father and mother who were pioneers in that community.

The system consists of sixty-two ornamental cast-iron standards of

The Bi-lux refractors, by providing a symmetric distribution of the light, flood the streets with a brilliant illumination readily discernible from a high altitude.

The order for this lighting installation was obtained by the Fobes Supply Company of Spokane and the installation was made by Brown-Johnston Company of Spokane. Power for the system is supplied by the Cheney Light and Power Company.

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

## Service Bureau

Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

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# Pacific Municipalities

Vol. XLIII

JULY, 1929

No. 7



—Photos by Brubaker Aerial Surveys and illustrated Pacific Municipalities through the courtesy of O. Langness, City Engineer, Portland, Oregon.

*An airplane view of Portland, Oregon, one of the most impressive and magnificent of Pacific Coast cities. The city's beautiful bridges across the Willamette River are clearly shown, together with the recently completed seawall.*



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Publication Office: 1095 Market Street, San Francisco, Calif.

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*A Monthly Review of Municipal Problems and Civic Improvements*

Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

Entered as second-class matter March 22, 1913, at the Post Office at San Francisco, California, under the Act of March 3, 1879.

Thirtieth Year

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H. A. MASON - - - - - Secretary-Treasurer

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## INSURE YOUR LIABILITY

**A**SSEMBLY BILL 595, approved by the Governor of California on May 11, makes the state, counties, cities and counties, municipal corporations, irrigation districts, school districts and other sub-divisions of the state owning any motor vehicles *responsible* to every person who sustains any damage by reason of death or injury to person or property as the result of the negligent operation of any such motor vehicle by any officer, agent or employee.

The new law also makes such political sub-divisions responsible for damage caused by *any other* motor vehicle and resulting from the negligent operation of such vehicle by any officer, agent or employee acting within the scope of his agency or employment.

The law further provides that "the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political sub-division of the state, may *insure their liability*," . . . and the premium for such insurance shall be a proper charge against the respective general fund of the state, county, city or other municipal corporation or district.

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# EDITORIAL PAGE

## *Airways Weather Reports*

ONE of the most important steps yet taken by the Government for the safety of aircraft was the inauguration July 1 by the Weather Bureau of the United States Department of Agriculture of an intensive reporting and forecasting service for aviators along the New York-Chicago-San Francisco-Los Angeles airways. The new service was made possible by a Congressional appropriation of \$350,000. It provides for a system of reports to be broadcast every three hours by voice from four collecting centers where there are powerful radio broadcasting stations, maintained by the Department of Commerce.

The broadcasting stations, located at Cleveland, Omaha, Salt Lake City and San Francisco, receive telegraphic reports every three hours, day and night, from about sixty selected reporting stations located on both sides of the airways, and about 100 to 200 miles from the route taken by the fliers. A strip approximately 400 miles wide and stretching from coast to coast is now covered by this network of reporting stations, which are about sixty miles apart. Aircraft are now equipped with radio receiving sets so that when weather information is made available to aviators by broadcasting, it is picked up along the route, thus insuring greater safety to fliers and passengers.

It is the eventual purpose of the Government to extend the system to include the three great transverse airways extending from the northern to the southern boundaries of the United States.

## *Teaching Aviation*

THE Oakland school department recently inaugurated a system of instructing its pupils in aviation and making them air-minded. That is a move that might well be followed by other cities' school departments. It is fitting, that as Oakland has one of the finest flying fields in the nation, its people should be well acquainted with aviation. The next generation may not see airplanes as commonly used as they do automobiles today, but there is no doubt that the air is to be the great future highway. The boy and girl of today in Oakland is growing up to be as thoroughly acquainted with air transportation as his parents are versed in motoring, railroading and sailing. Educators are to be commended for putting aviation on the course of school study.

## *Federal Aid Road Funds*

A TOTAL of \$73,125,000, apportioned by the Secretary of Agriculture for Federal-aid highway construction among the states and the Territory of Hawaii, became available July 1, according to a Department of Agriculture announcement. Of that sum California was given \$2,495,345.

The apportionment was authorized by Congress for continuing the Federal-aid program, and the funds will be expended according to the same provisions that have governed past expenditures. Federal-aid funds are administered by the Bureau of Public Roads and are available only for routes on the Federal-aid system, which includes the main highways of the nation.

During the last fiscal year improvements were completed on 8,184 miles of Federal-aid road which had not been previously improved with Federal assistance, and advanced stages of improvement were completed on 2,014 miles.

\* \* \*

## *An Envied Youth*

THOSE hundreds of youths who delight in tussling around a shop or laboratory and make "things" certainly will envy the splendid opportunity that has come to Herman Robinson, 17, Venice, California, high school boy. He has been chosen to represent California in a national contest to find a successor to Thomas A. Edison, the nation's inventive wizard.

Mr. Edison, who has been conducting a nationwide quest for the boy he will train to take up his work, for a long time has had his eye on young Robinson. Opportunity does not often knock at the door of a 17-year-old boy, but it comes sooner or later if a youth keeps his ultimate goal in mind and strives to reach it.

\* \* \*

## *Be Careful With Fire*

AT THIS time of year hot, dry weather in California is being followed by numerous forest, brush and grass fires. The unfortunate part of the situation is that most such fires are the result of human carelessness and that human beings go on from year to year refusing to observe the simple, easy precautions that would prevent all the destruction and damage. To be careful costs nothing; it pays in the end.

# OAKLAND

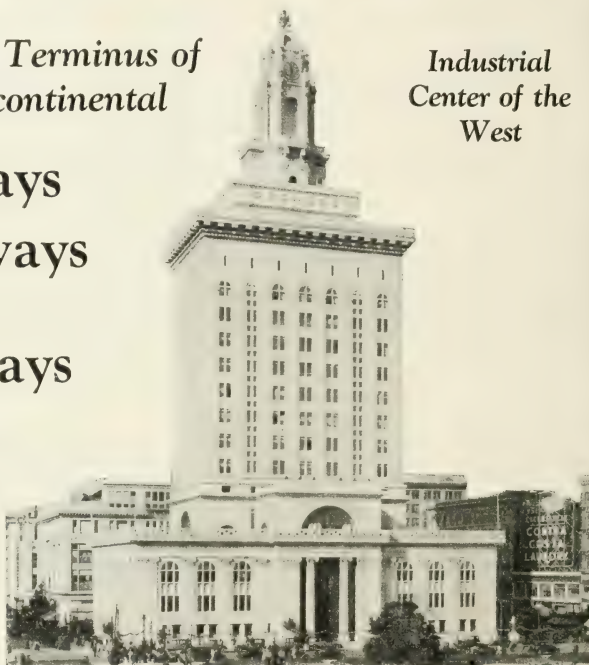
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Transcontinental*

*Industrial  
Center of the  
West*

**Airways  
Highways  
and  
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**Oakland as  
Host to the  
1929  
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Mayor  
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**PERRY THOMAS**  
City Planning Commission  
LOS ANGELES, CALIF.



**GEORGE S. SHEPHERD**  
City Attorney  
TROUTDALE, OREGON

## Municipal Executives

(SERIES No. 7)

Portraits of busy officials who de-  
vote their efforts to the upbuilding  
of the Pacific Coast



**CHAS. F. RICHARDSON**  
City Clerk, Judge, Health  
Officer, Assessor, Tax  
Collector  
Ft. CAJON, CALIF.



**E. O. IMUS**  
City Engineer  
OXNARD, CALIF.



**I. A. SWARTOUT**  
City Clerk  
SAN FERNANDO, CALIF.



**H. E. BRUCE**  
Mayor  
BURBANK, CALIF.



**R. J. WHEELER**  
Milk Inspector  
PASADENA, CALIF.



**C. LEONARD**  
Tax Collector, Chief Police  
and Fire Depts.  
CORTE MADERA, CALIF.



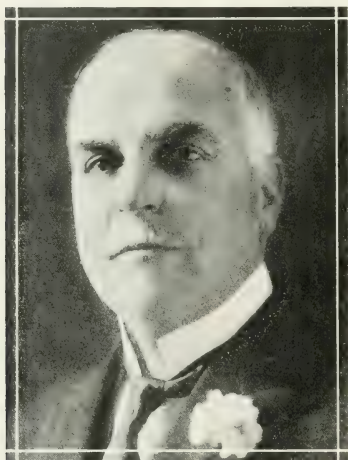
**JEROME V. SCOFIELD**  
City Councilman  
HUNTINGTON PARK, CALIF.



**H. E. WILDER**  
Mayor  
EUGENE, OREGON



**SAMUEL MILLER**  
Lieutenant, Bureau of Permits,  
Police Department  
SAN FRANCISCO, CALIF.



MAYOR JAMES ROLPH, JR.

## San Francisco's Board of Public Works



*An Account of Activities in One of the  
City's Most Important  
Departments*



By MAYOR JAMES ROLPH, JR.

THE Board of Public Works of the City and County of San Francisco is composed of Timothy A. Reardon, President; Colonel Charles E. Stanton, Commissioner, and Frederick W. Meyer, Commissioner. Hester is the capable Chief Deputy Commissioner and Secretary of the Board. They are all high-class men of varied experiences, with lofty civic pride and responsibility; they give their entire time to their duties, perform them well, are honest and perfectly fitted for the positions which they occupy.

The Board of Public Works devotes its principal efforts to the development of projects of general municipal benefit. It has charge and supervision of all City work; receives bids for all contract work let to private contractors; supervises and inspects all City work; tests and examines all materials to be used, and hires experts for every class of work.

The Board of Public Works has supervision over the construction and maintenance of sewers, streets, roads, highways, Municipal Railway, Hetch Hetchy water supply and its hydro-electric energy, public buildings and all work which its name implies. It has as its Chief Engineer M. M. O'Shaughnessy, its Superintendent of Municipal Railways, Fred Boeken.

During the last sixteen years the

Board of Public Works has been engaged on many public projects—the planning and erection of the Civic Center with its magnificent City Hall whose dome is forty-seven feet five inches loftier than the dome of the Capitol at Washington; Public Library, City and County Hospital, miles and miles of street improvements, Municipal Railway, Duboce, Stockton and Twin Peaks tunnels, Ferry Viaduct, and the Hetch

Hetchy water system which will bring water to San Francisco for future generations and electricity for lighting and industrial purposes.

The Board of Public Works of any city is one of the most important departments; it plays an important part in the development thereof and maintains a high standard of efficiency. The Board of Public Works maintains an Accounting Department to check and keep an accurate



President Timothy A. Reardon being installed in office, January 17, 1916

account of all money received and spent by it.

#### Timothy A. Reardon

Mr. Timothy A. Reardon has served as President of the Board of Public Works since January, 1914. Mr. Reardon is a Native Son and was born July 14, 1875, in San Francisco. He married Miss Agnes M. O'neil. They have two sons and a daughter. Mr. Reardon was educated in the public schools of San Francisco, and is one of the alumni of the famous old Lincoln Grammar School. He served as a steam fitter and apprenticed at the Risdon Iron Works. Mr. Reardon is very active in the cause of organized labor and has represented the Steam Fitters' Union at many important local and international conventions as a delegate from San Francisco.

Prior to being connected with the Board of Public Works, Mr. Reardon was Deputy County Recorder; Superintendent of Public Buildings, and a member of the Playground Commission and he has always been very active and helpful to the Mayor's office on its program of progress.

#### Col. Charles E. Stanton

Colonel Charles E. Stanton was born in Monticello, Piatt County, Illinois, November 22, 1859. He migrated to Denver, Colorado, in 1860.



TIMOTHY A. REARDON  
*President, Board of Public Works*

and later followed with his parents the construction of the Union Pacific Railroad and pulled the bell on Engine 116 at the ceremony of laying the last tie between the Union and Central Pacific lines at Promontory, Utah, May 10, 1869.

He attended Lincoln Grammar School in San Francisco from September, 1869, to May, 1870, and Santa Clara College, 1873-4-5; in Sheffield Scientific School of Yale in

1878. He farmed in Minnesota 1884-89, thence moved to Salt Lake City, Utah, where he was City Recorder 1892-3 and County Clerk 1895-96.

Colonel Stanton entered the Army of the United States on August 3, 1898, as Major and Additional Paymaster of Volunteers; later was made a captain in the regular army February 8, 1901, retiring with rank of Colonel November 13, 1920. He was awarded the Distinguished Service Medal, and is an Officier de La Legion d'Honneur de France. He accompanied General Pershing abroad, and on July 4, 1917, delivered an address on behalf of the American Expeditionary Forces at the tomb of La Fayette in Pic-Pas Cemetery, Paris, the concluding words in his famous oration being "La Fayette, we are here!"

Colonel Stanton was made a member of the Board of Public Works by me November 14, 1921, and by successive appointments is still a member of that board.

#### Frederick W. Meyer

Mr. Frederick W. Meyer was born in San Francisco February 12, 1870, and was educated in the public schools. He has been an active member of the State and local Grocers and Merchants' Association. He was



*San Francisco's City Hall. A magnificent monument to the Board of Public Works.*



**FREDERICK W. MEYER**  
*Commissioner, Board of Public Works*

ected President of the California Retail Grocers and Merchants' Association at Del Monte, and was President of the San Francisco Retail Grocers' Association during the World's Fair of 1915.

Mr. Meyer has been an ardent worker in civic affairs. He was appointed a member of the City Planning Commission by me January 7, 1924, serving on the commission until April 28, 1926. Mr. Meyer was made a member of the Board of Public Works April 29, 1926, and by successive appointments is now a member of that board.

Mr. Meyer is the father of two children, Dr. Frederick Meyer and Miss Ada Meyer.

#### **Sidney J. Hester**

Mr. Sidney J. Hester, Chief Deputy Commissioner and Secretary of the Board of Public Works, was



**SID J. HESTER**  
*Chief Deputy Commissioner and Secretary of Board of Public Works*

born in Stockton, California, February 2, 1885. In 1895 he moved to San Francisco and has lived here continuously since that time. Mr. Hester was educated in grammar and Polytechnic High Schools of San Francisco.

He served his clerical apprenticeship with the Pacific Coast Steamship Company. He was employed as head bookkeeper for the O'Day Contracting Company until 1911, when he was successful in a Civil Service examination and entered the employ of the City and County of San Francisco on January 3, 1912, and was assigned to the Street Cleaning Division of the Board of Public Works. In August, 1912, he was assigned as head clerk in the Bureau of Public Buildings, serving under Timothy A. Reardon, who at that time was Superintendent of Public Buildings. In 1914 he was assigned as chief clerk in the Cost Accounting Bureau of the Board of Public Works, serving in that capacity until 1919, and thereafter was assigned to the Secretary's office as assistant



**COLONEL CHARLES E. STANTON**  
*Commissioner, Board of Public Works*

to William J. Fitzgerald, the Secretary. He was appointed January 9, 1928, to the position of Chief Deputy Commissioner and Secretary of the Board of Public Works.

Mr. Hester is the father of two children, James T. Hester, a senior, Engineering College, University of California, and Helen E. Hester, a junior, Polytechnic High School, San Francisco.

#### **School Construction**

Since my election to office, the Board of Public Works has built six high schools, four junior high schools and fifty-eight elementary schools, as follows:

#### **HIGH SCHOOLS**

Galileo .....	1926
Girls' .....	1912
High School of Commerce.....	1926
Lowell .....	1912
Mission .....	1927
Polytechnic .....	1913

#### **JUNIOR HIGH SCHOOLS**

Francisco Jr.....	1926
Hamilton Jr.....	1912
Horace Mann Jr.....	1923
Portola Jr.....	1927

#### **ELEMENTARY SCHOOLS**

Adams .....	1922
Agassiz .....	1912
Alamo .....	1926
Alvarado .....	1926
Andrew Jackson .....	1923
Argonne .....	1919
Balboa .....	1927
Bernal .....	1921
Bret Harte .....	1925



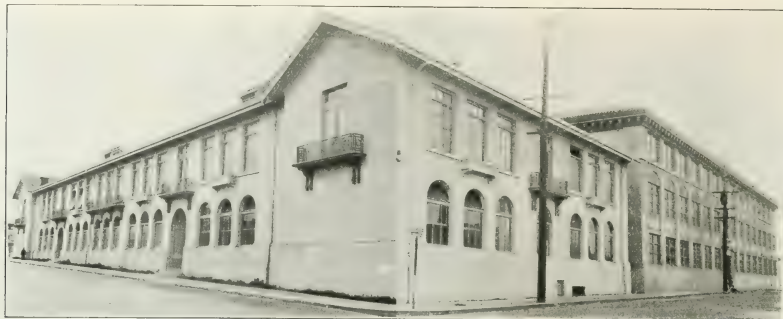
*Commissioner Frederick W. Meyer at time of his induction into office, April 28, 1926*

Burnett .....	1912
Cabrillo .....	1925
Columbus .....	1923
Commodore Sloat.....	1927
Commodore Stockton.....	1924
Dudley Stone .....	1926
Emerson .....	1926
Edward Robeson Taylor....	1924
Fairmount .....	1917
Franklin .....	1912
Frank McCoppin.....	1912
Gough .....	1923
Grant .....	1921
Grattan .....	1919
Guadalupe .....	1927
Hancock .....	1922
Harrison .....	1921
Hawthorne .....	1926
Hillcrest .....	1918
Jefferson .....	1927
John Swett.....	1913
Junipero Serra .....	1912
Kate Kennedy .....	1912
Lafayette .....	1927
Laguna Honda .....	1912
Le Conte.....	1926
Madison .....	1927
Marshall .....	1914
McKinley .....	1922
Monroe .....	1919
Pacific Heights .....	1924
Parkside .....	1926
Patrick Henry.....	1913
Paul Revere.....	1917
Raphael Weill.....	1927
Redding .....	1917
Sanchez .....	1926
Sarah B. Cooper.....	1915
Sherman .....	1927
Spring Valley.....	1926
Starr King.....	1914
Sunnyside .....	1927
Twin Peaks.....	1919
Ungraded Primary.....	1917
Visitation Valley.....	1913
Washington Irving .....	1914



#### MILESTONES IN SAN FRANCISCO'S CIVIC PROGRESS

Reading from top to bottom:  
 1—War Memorial Work Started. 2—Bernal Cut Ground-Breaking. 3—Relief Home Dedication. 4—Mayor Rolph Dedication San Francisco's Municipal Airport at Mills Field.



*The San Francisco new Portola Junior High School, a 1928 Board of Works accomplishment*

West Portal.....1926

Yerba Buena.....1923

There are now either under construction or practically finished:

Francisco Junior High School;

Geary Street Elementary School;

Jefferson School;

Winfield Scott School;

Addition to Polytechnic High School;

Roosevelt Junior High School;

Second and third units Balboa High School;

Harrison Street Warehouse which is used by the Store Department.

The Board of Public Works maintains a fully equipped office and has supervision over the Accounting Division, the Bureau of Architecture, the Bureau of Building Repairs, Bureau of Stores and Yards, Bureau of Building Inspection, Bureau of Engineering—including Hetch Hetchy, Street Repair Department, Municipal Asphalt Plant; sidewalks, curb

**D**URING the administration of Mayor James Rolph Jr., of San Francisco, he has appointed to office the following commissioners of the Board of Public Works:

Daniel Gray Fraser, retired.

Adolph Judell, retired.

Timothy A. Reardon.

Major David J. McCoy, deceased.

Colonel Charles E. Stanton.

Frederick W. Meyer.

setting, basalt block maintenance, maintenance and operation of bridges; Street Cleaning Department, Bureau of Sewer Repairs, Sewer Pumping Station, and numerous other details incidental to the upkeep of city property, the personnel of which is approximately 3,200.

The Board of Public Works has just about completed one of the world's finest esplanades, being 4,298 feet in length, from the Cliff House

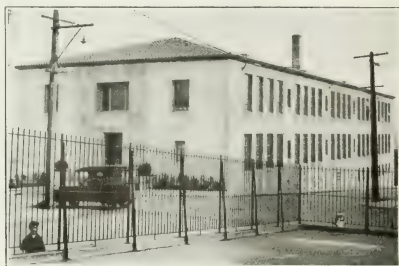
to Lincoln Way, which will connect with the Great Highway just finished. The Esplanade will cost approximately \$720,000 and will be 300 feet wide.

The Great Highway, from Lincoln Way to Sloat Boulevard at the Fleishhacker Pool, will be 1.8 miles long, composed of two roads fifty feet wide, one bridge twenty feet wide, three pedestrian ways to the ocean beach, each 226 feet long; two comfort stations—the total cost being \$600,000.

This Esplanade and the Great Highway were designed by Chief M. M. O'Shaughnessy, City Engineer. The Esplanade and the Great Highway from the Cliff House to the Sloat Boulevard are approximately three miles.

The Board of Public Works is charged with the letting of many important contracts in the future for numerous other municipal projects for the further development of San Francisco. There loom in the not distant future, two projects across San Francisco Bay—the Golden Gate and the Rincon Hill bridges; the latter probably will be built under the supervision of the Board of Public Works of San Francisco.

The Board has won the highest praise for the efficiency and rigid honesty of all of its works and dealings with the public, and its members will be survived for all time to come by numerous monuments to their devotion to the welfare of our city expressed in public improvements of the highest type and greatest community usefulness.



*The new Paul Revere School Annex, Folsom and Banks streets, San Francisco, dedicated December 2, 1928*

# Financing Planning Commissions and City Planning

By H. H. JAQUETH

*Resident Engineer for Bartholomew and Associates, Sacramento, California*



H. H. JAQUETH

**P**REVIOUS to financing any enterprise, the first necessity is to determine that which is to be accomplished and the methods of accomplishment.

Planning commissions are empowered in California to make and adopt a master plan of the community. Such plan, with the accompanying maps, diagrams and descriptive matter, showing the commission's recommendations for the development of the territory, covers a broad field. Benefits, therefore, are widespread and financing should properly come from the benefited areas.

## Private Sums Provided

Many localities, however, find the desire so great for adequate planning that private sums are often made up for financing the undertaking. These bodies, through their boards of directors, expend the funds for the purposes for which they were raised. Chambers of commerce in many instances have financed planning commissions, finding the resultant plan to be of untold value in their work of broadcasting to the world the advantages of their particular community.

Plans invariably call for the expenditure of public funds for improvements. The control of these expenditures, lying as it does with the legislative bodies, creates the requirement that, however planning commissions and plans are financed, a definite connection must be in evidence with the legislative body that the plan may be carried out or followed in each of its various details.

Commissions financed directly by the legislative body from public funds perhaps receive an interest which does not exist when funds are provided from other sources. It is certain that when a legislative body does provide funds they become more familiar with the various sections of the plan as it is produced, and have a greater final desire to adhere to the plan and carry it forward.

## Two Classifications

Ordinarily the planning program for action falls into one of two classifications: (1) those measures which may be accomplished without the expenditure of funds, and (2) those which require public expenditures.

Matters which may be accomplished without expenditures are largely legislative and are those which deal with the control of property principally under the police power and may be dealt with by the passage of ordinances or other suitable regulatory measures.

Subdivision rules and regulations, building line setback ordinances, housing studies, signboard regulations and the like properly come under this heading.

## Public Improvements Expensive

Physical public improvements such as street openings, improvements and adjustments, playfield locations, public buildings, bathing beaches and neighborhood parks all cost money, and the method of financing any of these improvements should be carefully determined. The character of the work will usually determine the method or combination of methods by which it may be financed. Four methods of meeting costs are: (1) out of current revenue, (2) by benefit assessment districts, (3) by bond issue, and (4) by excess condemnation.

Current revenues are seldom large enough to permit the financing of large city planning projects. Usually these funds are sufficient only to defray the running expense of the government. However, for such improvements as adjusting minor street alignments and beautifying public grounds, where slight expenditures are called for, current revenues might well be called upon to pay for the improvement.

## Benefit Assessment Districts

The most popular and perhaps fairest method relied upon for financing city planning improvements is by the benefit assessment method. Improvements usually produce increased values of property in the immediate vicinity and, since this increased value represents what has been termed an unearned increment, it is the custom to make a charge upon the properties so benefited, according to the extent to which they benefit. In this way it is possible to undertake improvements without greatly adding to the public debt, which improvements are usually desired and approved by the property holders in the vicinity.

Each project becomes a special case and the laws provide for a special board to determine the extent to which various properties may be assessed for the improvements. This method of financing city planning improvements has the advantage of making possible the undertaking of a larger number of projects than could otherwise be financed. It is limited by the ability of the property to absorb the cost of the improvement.

## Bond Issues

One of the most satisfactory methods of financing city planning projects is through the issuance of bonds. In this way the expense of any given project may be distributed over a period of years—a proper proceeding when the long-time value of an improvement is considered. Bond issues alone should not be relied upon, however, for numerous projects will often create substantial increases in property values in the neighborhood of the improvement, and benefited property owners should share in the expense. To finance all city planning work by bond issues would be unwise, for the limit of the city's ability to raise money in this manner would soon be reached. Only so much of the cost of city planning improvements as is properly a charge against the municipality as a whole should be financed by the issuance of bonds.

Most cities now selling bonds require the retirement of a fraction of the principal each year in addition to the interest. A ten-year serial bond issue, as an illustration, would require the retirement of one-tenth of the principal each year in addition to interest payments; one-half of the principal would be retired at the end of five years and only one-tenth of the principal would remain to be retired in the tenth year. Serial bonds reduce very nearly to a minimum the total interest charges

which accumulate where financing by bond issues is necessary.

Another method of financing city planning improvements is by excess condemnation, or the taking of more land than is actually needed for an improvement and the resale of such excess land for presumably a higher value after the completion of the improvement. This is a further development of the idea of benefit assessments, except that it involves possible change in ownership of properties and usually would also involve rearrangement and replating of lots.

It is hoped that the act passed by the last session of the State Legislature will, after being signed by the Governor, provide the necessary machinery by which this method of procedure may be used for improvements. Street widenings and openings often times leave narrow strips of land which are uneconomical for use as they remain, and by use of

excess condemnation these may be combined with adjoining properties and, after rearrangement of lot lines, put to an economical use. It would offer the further advantage of presumably recovering at an early date the full cost of the improvement without the assessment of benefits upon private properties or the issuance of bonds.

In financing major thoroughfare developments, which are usually the first important undertakings in carrying out the city plan, legislative bodies should first adopt a policy determining the procedure of financing. A method of procedure which seems most fair and reasonable is one wherein the city at large pays a proportionate charge of the cost. An example might be cited as follows: The property frontage is charged a cost equivalent to that of improving an average minor street, the balance to be divided equally between the community at large and a district extending half way to the next adja-

cent major thoroughfares on either side.

This method of procedure would create a source of income to pay the expenditures from three sections: (1) the community at large from either bond issues or budget funds, (2) from the property fronting upon the improvement, and (3) from property within the large district extending half way to adjacent major thoroughfares.

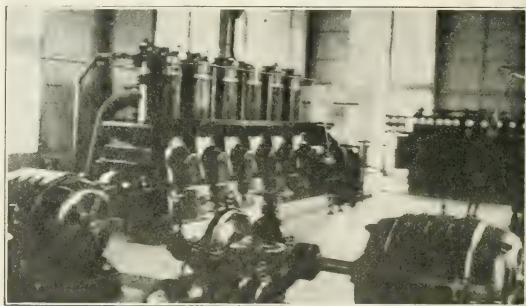
This method offers the opportunity for the benefited frontage on the improvement to be charged in accordance with the benefits received at the time the assessment is made against the large major thoroughfare district. Different sections of major thoroughfare frontage are not always benefited to the same extent, and this procedure, being modified to meet local conditions, may offer an equitable method of improving these important elements of the city plan.

## Diesel-Electric Pumping Plant, Santa Cruz, California



By ROY W. FOWLER

*City Engineer and Street Superintendent*



*Interior view, showing switchboard, one Diesel unit, booster pumps*

THE water supply for the city of Santa Cruz is derived from Majors Creek, Laguna Creek and Lidell Creek, or what is generally known as the "Coast streams," and during the dry months from the San Lorenzo river.

Prior to April, 1928, the city had an obsolete pumping plant on the San Lorenzo river. But on April 30, 1928, the city council of the city of Santa Cruz ordered the city engineer to prepare plans and specifications for the construction of a complete operative, modern municipal pumping plant, consisting of Diesel engines, pumps, motors, generators, buildings and foundations, retaining wall, raw water sump, filter water sump, exhaust chamber sump

and abutments and dam in river. Also additional filters to meet present requirements and chlorination units for a capacity of 6,000,000 gallons of water per twenty-four hours. This plant was to be constructed on the San Lorenzo river at Crossing Street on the Santa Cruz-Boulder Creek Highway.

### Plant Completed in 1928

In October, 1928, the pumping plant was completed and operating. The main building contains two horizontal centrifugal sump pumps each driven with a 50 h. p., 1800 r. p. m. motor with a combined capacity of 6,000,000 gallons per twenty-four hours.

The capacity is divided into two units with a unit capacity of 2080

gallons per minute at the filter pressure of fifteen pounds per square inch. Two horizontal centrifugal booster pumps each driven with a 200 h. p., 1800 r. p. m. motor, with a combined capacity of 6,000,000 gallons per twenty-four hours when discharging into the mains at a pressure of 132 pounds per square inch. Two Fairbanks-Morse Diesel engines, 380 h. p., Type "Y," two-cycle, each composed of six cylinders of 14-inch diameter, 17-inch stroke, 257 r. p. m., complete. Two 300 K. V. A. 2300 volts, generators, three-phase, 60 cycles (complete), 240 k. w. at 80 per cent power factor, two exciters and a switchboard complete for said above generators, exciters, pump motors and

a city panel for distribution of street lights.

The rated output capacity for each Diesel engine in connection with its generator is 240 k. w., with a guaranteed overload capacity of 25 per cent.

Fuel consumption is 0.46 pounds of fuel oil per brake horsepower hour at a full rated and three-quarter loads and 0.52 pounds at half load. Each engine will operate for 2000 rated horsepower hours on a consumption of one gallon of oil.

This equipment will generate 1,500,000 k. w. a year and supply the necessary power to pump the water supply of the city.

The water is diverted by a dam in the San Lorenzo river, and flows by gravity into a large cement sump, constructed under the floor of the main building. From here it is pumped by the sump pumps into the mechanical filters. Then the filtered water is chlorinated and pumped into the city mains by the booster pumps.

#### Plant Cost \$152,960

This plant was constructed under contract with the Fairbanks-Morse Company at a cost of \$152,960, paid as follows: \$30,000 cash on completion of plant and balance in sixty equal payments.

This project has now guaranteed the city a water supply of 6,000,000 gallons per twenty-four hours from the San Lorenzo river, in addition to the gravity supply from the "Coast streams." And in case of fire or any emergency that amount of water is always available from the river. The water demand for the new golf course and other growing demands can be granted, due to this plant and should the demand increase beyond its present capacity, more units can be added without great expense.

In addition to the water supply there is a surplus of electric energy which can be sold or used at some future date as the city sees fit.

Sanita Cruz now has two modern plants, the Sewer Pumping Plant, and the Diesel-Electric Pumping Plant, and we feel proud of our progress along the lines of municipally owned plants.

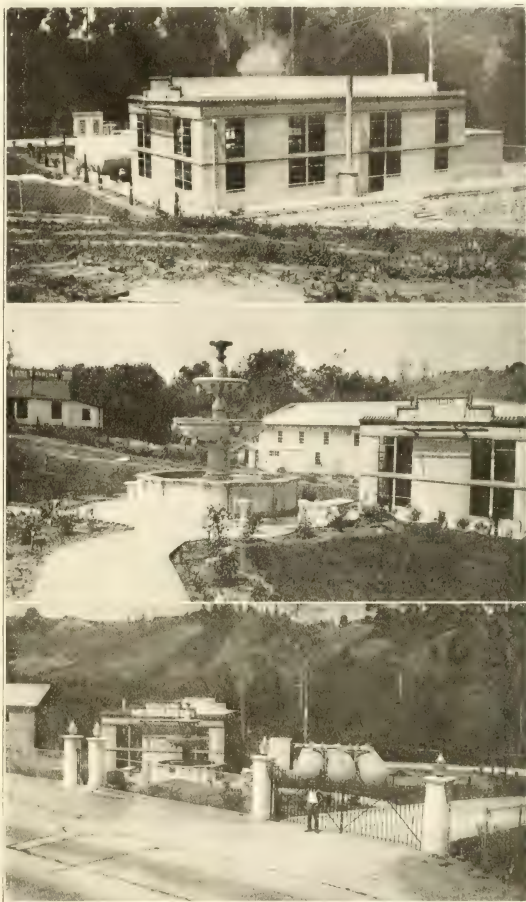
#### CHIEF OF POLICE TO HEAD UNIVERSITY DEPARTMENT

Chief of Police August Vollmer of Berkeley, California, noted as an exponent of scientific methods in

combating crime, has been named professor of police administration of the University of Chicago, effective October 1. Chief Vollmer will head a research department which is to be operated to make crime detection more certain. The department will command the entire resources of the university, not only in social sci-

ences but also in physics, chemistry, medicine, psychiatry and anthropology. It is planned to make the university a consultant on police work.

Chief Vollmer has been in charge of the police department of Berkeley since 1905 and is past president of the International Association of Chiefs of Police.



Top: View of building and exhaust pipe, extending from the Maxim Silencer. Center: Showing the electrically lighted fountain and general landscape at the front of the Pumping Plant. Bottom: Showing the nature of the site on the San Lorenzo River and the battery of mechanical filters at the right of the building.

## City Tax Collecting Plan Attracting Attention of Country

(From the Baltimore, Md., Municipal Journal)

THIS new business of Baltimore—that of taking the City Hall to the people—is proving so effective that the news has spread to all sections of the United States, and other municipalities are daily seeking information as to this city's method of collecting taxes.

When Mayor William F. Broening conceived the idea that a hundred or more tax-collecting units distributed throughout the city would be equivalent to carrying the City Hall to the people, he was not planning a publicity campaign for the city.

Rather, his idea was to make every effort to help the citizens, save them the trouble of coming all the way to the City Hall to pay their taxes by permitting neighborhood banks to act as collection agencies.

Also, he had another idea. He wanted to put a little more humanity in the matter of tax collecting. And so he thought of the installment plan—where citizens can save weekly through neighborhood banks and when their taxes come due, have enough money in the account to pay the bills without any strain on the family purse.

These two ideas have worked splendidly and in their operation have more constructively advertised Baltimore than any other thing in recent years. Big corporations moving huge plants here have centered the spotlight of publicity on Baltimore for a time—but this new method of collecting taxes has refused to step aside and therefore is proving itself a permanent advertising slogan for this municipality.

A sample of the interest shown by other cities is the letter of Mayor J. G. Newbegin of the city of Tacoma to Mayor Broening. Mayor Newbegin writes:

"April 16, 1929.

"Hon. William F. Broening,

"Mayor of Baltimore,

"Baltimore, Maryland.

"Dear Sir:

"I read with considerable interest your article, or rather an article, in the *Christian Science Monitor* of Saturday, March 16, concerning an ordinance which you signed last July

authorizing neighborhood banks as branches for the collection of taxes.

"That neighborhood banks should serve as branch agencies of city collector is a novel procedure indeed, and I should be very grateful to you for any information which you can give me regarding your experience with such a system."

Mayor John C. Lodge of Detroit has made a complete study of the system in Baltimore and in a letter to City Collector John T. Donohue, states that he has referred the matter to the City Treasurer. In turn, the treasurer is taking up the idea with Detroit's Common Council and an ordinance similar to that in effect here is to be adopted.

In the city of St. Louis, Mayor Victor I. Miller has become interested in Baltimore's venture and has requested the Comptroller, Louis Nolte, to carefully study our method of collection of taxes.

There has been considerable cor-

respondence between Mr. Donohue and J. E. Donaldson, accountant, Bureau of Governmental Research of San Francisco. Mr. Donaldson not only requested the City Collector to explain the tax collection plan thoroughly, but he also propounded a number of questions.

Requests for information have also come from Mayor Arthur J. O'Keefe of New Orleans; W. T. Dabney, business manager, Richmond Chamber of Commerce of Richmond, Va.; Mayor Malcolm E. Nichols of Boston, Mayor Harry A. Mackey of Philadelphia, Mayor L. E. Thomas of City of Shreveport, Louisiana; W. F. Day, city manager of Staunton, Va.; C. F. Pratt, secretary of commerce, Sheboygan Association of Commerce, Sheboygan, Wisconsin, and others.

In New York, General Berry, the City Comptroller, is studying the local situation. Late information is that Baltimore's system of collecting taxes may be adopted in New York.

The City of San Francisco is also studying "Baltimore's system," as it is called by other cities. Mayor James Rolph, Jr., has asked the Finance Committee of the Board of Supervisors of the city and county to report on the matter.

## Public Ceremonies Mark Opening of Oakland's "Heart-to-Heart" Highway

THOUSANDS participated in what was called the City of Oakland's most successful Mardi Gras recently, when Telegraph Avenue symbolically was christened the "Heart-to-Heart" Highway. A long and spectacular parade and speeches by representative civic leaders from both Oakland and Berkeley were features.

The ceremonies started at 8 p. m., when Telegraph Avenue was flooded with a pure white light as the new lighting equipment went into action for the first time, giving that thoroughfare lighting equipment comparable with the most recent installations in other downtown Oakland thoroughfares.

With Mayor Davie of Oakland leading the vanguard of speakers, the story was told of Telegraph Avenue's history, and glowing

prophecies were made for its future. It was pointed out that this street connects the business districts of Oakland and Berkeley and is therefore a heart-to-heart highway, the next logical street for development.

After the parade had covered the territory between Fortieth and Sixteenth Streets and had returned to Twenty-ninth Street to disband, the speaking program began from the reviewing stand. Besides the Mayor, the speakers included the City Commissioners of Oakland, E. B. Field, president of the Oakland Chamber of Commerce; George Friend, president of the Berkeley Chamber of Commerce; F. Bruce Maiden, president of the Oakland City Planning Commission, and Charles H. L. Truman, as general chairman and master of ceremonies.

## MONTEREY'S MUNICIPAL ROSE GARDEN

By FRANCIS E. LESTER

*President, Monterey Chamber of Commerce*

THE Municipal Rose Garden in Monterey recently was in its fullest glory. More than 1,200 rose bushes were in bloom and the planting plan, which produces the maximum of mass color effects, displayed these blooming bushes to the greatest advantage.

Visitors were found in the garden daily from many remote points; during a recent week garden visitors included groups from Seattle, San Diego and Denver.

The garden was started by the city of Monterey a year ago, when a small part of the planting was done; but most of the roses were planted this spring. The garden contains about fourteen hundred roses—more than two hundred varieties of bush roses, over sixty varieties of climbing roses, twenty varieties of pillar roses, and about an equal variety of standard or tree roses. Some of these latter were budded with three harmonizing colors on the stem and were a wonderful sight.

A lily pool is in the center of the garden, ringed around by tree and baby roses. Surrounding this central feature are the mass plantings of red, pink, yellow and new-bud roses. One beautiful bed contains fifty of the new single Vesuvius rose, a deep flaming scarlet, which was in full bloom.

A unique feature of Monterey's Municipal Rose Garden is that it is within two blocks of the business center of the town. It adjoins historic Colton Hall, first state capitol of California, and on all sides of the garden the visitor encounters historic landmarks.

In one of the most interesting spots in the garden is the planting, in adjoining beds, of the old and new roses. Among the old roses are found examples of many roses no longer in commerce, originations of centuries ago, such as the York and Lancaster, the old Blush and several varieties of the old Norse roses. Oldest of all, and perhaps most interesting, are the two bushes of what is known as the Ancient Rose—identically the same rose that grew in the days of Greece and Rome. Immediately across the walk are examples of the very latest and finest roses, thus illustrating what the rose hybridist has accomplished in the development of the present day rose of such exquisite form and

marvelous coloring. In one corner of the garden are found plants of the species of parent roses, from which all hybrid roses have been created. Another corner is planted with the sweetbriars; another with the Austrian briars which gave to the hybridist the yellow tones found in the modern rose.

No other corner is a rose found in no other municipal rose garden in the world—the Father Junipero

Serra Rose, created by Rev. Father Schoener of Santa Barbara and presented to Monterey's Municipal Rose Garden.

The main approach to the garden is underneath a series of twelve arches, each arch planted with two similar climbing roses. Among these are found examples of the old roses of Monterey, including the famous Sherman Rose and other old roses no longer in commerce.

## DEVELOPING AMERICAN AIRPORTS

AMERICAN airports in the future will resemble railroad terminals, with passengers streaming in and out, baggage being loaded, freight and mail weighed, time tables being scrutinized, gongs ringing, and babies crying, according to Harry H. Culver, Culver City, California, the "flying" president of the National Association of Real Estate Boards, speaking at the recent Boston convention of the association, on the new uses for real estate brought about by the development of aviation.

Hotels, restaurants and shops will rise on the edge of flying fields to accommodate the passengers of the air; industries will clamor for adjacent factory sites and will run switch tracks to the hangars to expedite the rapid transportation of their products through the sky, according to Mr. Culver.

Thousands of acres of land are being used for airports, landing fields and aeroplane factory sites, said Mr. Culver. Barren farm land is being turned into million dollar airports, inaccessible areas are being opened up by the aeroplane, and bug-infested ground is being made more productive.

Just as the advent of the automobile made new uses for real estate by demanding more roads, so the aeroplane is creating new uses for the land. And just as roadside property became valuable with the increasing popularity of the auto, so real estate is becoming valuable near airports and airways.

"The announcement of the opening of a new passenger service into Maine this summer swamped the airway company with requests for commutation passage that indicate that this service will open up many new districts along the Atlantic

Coast which have heretofore been extremely inaccessible and therefore of no great value," said Mr. Culver.

"In Chicago the Curtiss Flying Service recently purchased a large tract near Glenview, outside of Chicago. This was little used farm land, but this transaction involved several hundred thousand dollars and about one million dollars will be expended on the field for the buildings, landscaping, etc.

"Great crowds of people even now visit our airports on Sundays and weekdays to watch flying activities. From ten to fifteen thousand people visit the airports at Cleveland, Newark and Chicago on Sundays alone, and these figures are possibly larger at some of our more active ports. This will indicate the drawing power of airport activities and, since real estate values follow the crowds, it is easy to see the influence of airports on adjacent land areas.

"The modern airport is becoming a gateway to the city or community it serves. It may be very directly compared to a railroad terminal in its functions, facilities and general character. The airport has the distinctive advantage, however, from the hotel aspect that thousands of people visit airports merely to watch planes arrive and depart, and these crowds are in a holiday mood, demanding food, care and entertainment. Passengers traveling by air require hotel accommodations, either for short periods or for overnight stay at a stopping point en route. The field personnel, including ground attendants, the administration officials and the pilots, must be housed and fed.

"All this activity in connection with airports is creating new uses for real estate, because land is in demand for the hotels, shops, restaurants and other structures, to say nothing of the land required for the airport itself.



# Station UNI,

*"Dad" Mason broadcasting*

## PLEASE READ THIS

ON ANOTHER page in this magazine will be found the text of a new law which will take effect on the fourteenth day of August, 1929, at 12:01 a. m. This law imposes a liability on the state and all its political subdivisions and governmental agencies for injuries to persons and damages to property arising from the negligent operation of a motor vehicle by public officers, employees and agents. This specific liability has not heretofore existed in connection with the exercise of governmental functions. There is, therefore, very little data upon which an estimate can be safely made as to what this liability means in dollars and cents; it may be very small and it may be very large. Almost any catastrophe might happen, and if it did, small communities would be bankrupts and even larger ones seriously crippled financially. It is a risk that only the very largest cities or counties can afford to assume. Even the state finds it necessary to carry insurance because the legislature failed to make any appropriation to pay claims of this nature; the act only authorizes the state to insure itself against possible loss. Most municipalities will find themselves in the same fix—very few can carry their own risks.

Now here's the trouble. There are no tables of experience to determine the proper charge to make to cover the risk. All that can be estimated at this time is based upon the premiums quoted by the insurance companies. Some of these that I have noted would seem to justify a statement that the cities will be taxed to the tune of half a million dollars. A. R. Herron, the head of the state's Department of Public Works, has said that it will cost the state about \$300,000, and to add the possible cost to counties, school districts and other agencies it is probably not extravagant to state that

the entire burden will aggregate a million and a half of dollars. And it may be that the actual losses will not total 10 per cent of this sum. Now, the question arises, What is to be done about it?

Now here is an account of what has been done at the League's headquarters. I happened to attend a council meeting in my home town on about June 27 and heard read a proposition to insure the city's fire and police motor vehicles. The amount of the premium struck me as being very high. The next day I investigated and the idea developed there might be a mutual association formed by the smaller municipalities to carry this risk at cost. So I sent out 160 circulars to the medium sized cities asking them what they thought about it. To this writing about half of them have expressed great interest in the subject and a desire to have a study made. A few days after the circulars were sent out Mr. Herron, on behalf of the state, suggested to the League's executive secretary that a conference be held by representatives of the state and municipalities and set a date. Unfortunately the notice was too short to obtain representatives from the southern part of the state. However, representatives from Berkeley, Sacramento, Pittsburg and San Mateo were present on behalf of the cities. The situation was stated and discussed and a committee was appointed to gather statistics. A second meeting was held on July 17, with a representative of the educational system in attendance. At this time two propositions were put forth as worthy of serious investigation.

A. That the state, on behalf of itself and all municipalities that may wish to unite with it, apply for a blanket policy to cover the liability of the entire group. An assurance was voiced that this would produce the lowest rate that could be secured from the insurance concerns.

B. That a mutual association be formed by the municipalities under the authority of law (Statutes 1921,

page 542), and that the risk be a joint obligation.

Under either plan some schedule of rates would have to be adopted so that the cost could be distributed according to relative interest of each subscribing municipality. The rate basis would be the motor vehicle according to type. A fire engine would take a higher rate than would a passenger automobile. Therefore, before we proceed farther we need some statistics. I am now sending out a questionnaire to be answered and returned as quickly as possible. Then the investigation will continue. If no definite recommendations can be made before the new law takes effect all municipalities will be notified and requested to place insurance as best they can as a temporary measure of safety.

Another thing in this connection: The City Managers' Association has been requested to frame a set of rules governing the operation of municipal motor vehicles. A few cities have such rules to some extent. All municipal employees should be impressed with the idea of exercising the utmost care and caution in operating vehicles and be subject to penalties in the event of disregarding these rules. In many cases it will be found proper to limit the speed of fire apparatus. At all events a determined effort should be made to minimize this new hazard. As soon as these rules have been formulated copies will be distributed to all cities.

## A Human Frailty

I have before me a letter, commenting on the sad fact that occasionally some city official gets into trouble. Making mistakes is a human frailty and public officials are not immune to temptation. For such we should sympathize rather than condemn. As expressing what our attitude should be in such cases, my correspondent sent some verses which are so appropriate that I will violate the rule of this magazine, which prohibits the printing of poetry in its pages. Here it is:

## IT MAY BE

It may be that you cannot stay  
To lend a friendly hand to him  
Who stumbles on the slippery way  
Pressed by conditions hard and grim;  
It may be that you dare not heed  
His strength to lift him, but you need  
Not push him back.

It may be that he has not won  
The right to hope for your regard;  
He may in folly have begun  
The course that he has found so hard;  
It may be that your fingers bleed,  
That Fortune turns a bitter frown  
Upon your efforts, but you need  
Not push him down.

### ASSEMBLY BILL NO. 595 Chapter 260

An Act to add a new section to the Civil Code to be numbered 1714½, relating to negligence upon the part of officers, agents and employees of the state, counties, cities and counties, municipal corporations, school districts, irrigation districts, districts established by law and political subdivisions of the state and authorizing the issuance of insurance covering such liability.

(Approved by the Governor May 11, 1929.)

The people of the State of California do enact as follows:

Section 1. A new section is hereby added to the Civil Code to be numbered 1714½ and to read as follows:

1714½. Hereafter the state, and every county, city and county, municipal corporation, irrigation district, school district, district established by law and political subdivision of the state owning any motor vehicle shall be responsible to every person who sustains any damage by reason of death, or injury to person or property as the result of the negligent operation of any said motor vehicle by any officer, agent, or employee or as the result of the negligent operation of any other motor vehicle by any officer, agent or employee when acting within the scope of his office, agency or employment; and such person may sue the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political subdivision of the state, as the case may be, in any court of competent jurisdiction in this state in the manner directed by law. In every case where a recovery is had under the provisions of this section against the state, any county, city and county,

municipal corporation, irrigation district, school district, district established by law and political subdivision of the state, then the state, or the county or city and county, municipal corporation, irrigation district, school district, district established by law and political subdivision of the state shall be subrogated to all the rights of the person injured, against the officer, agent or employee, as the case may be, and may recover from such officer, agent or employee, the total amount of any judgment and costs recovered against the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political subdivision of the state in such case, together with costs therein.

And the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political subdivision of the state may insure their liability in any insurance company authorized to transact the business of such insurance in the State of California, and the premium for such insurance shall be a proper charge against the respective general fund of the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political subdivision of the state, as the case may be.

## IN THE PUBLIC EYE

**ASSEMBLYMAN JEROME V. ASCOFIELD**, whose portrait appears on the Municipal Executives page in this issue of *PACIFIC MUNICIPALITIES*, is just concluding a service of ten years as a Councilman in the city of Huntington Park, California. In those ten years' service to his city Mr. Scofield has been twice Mayor and Chairman of the Board. In November, 1928, he resigned as Mayor because his work as a member of the State Assembly kept him in Sacramento considerable of his time. He is one of the ablest members of the Assembly and for the third consecutive time has served faithfully the Sixty-ninth Assembly District.

George S. Shepherd, City Attorney of Troutdale, Oregon, whose portrait also appears on the Municipal Executives page, thinks mighty well of his city. He says:

"Troutdale does not rank before Portland in importance except as to her officials and the run of smelt in the river constituting her waterfront. In the latter prominent fea-

ture, she has a nationwide importance and the annual run of smelt in the Sandy River is announced to a waiting world by front page news in the newspapers of consequence published in the state. Thousands seek participation in the annual smelt catch. Bird cages, hair nets and like equipment help to relieve the river of tons of delicious food fish that are striving to find a suitable location to propagate their species.

"*PACIFIC MUNICIPALITIES* is one of the most welcome publications that come to this city."

\* \* \*

It is generally a pretty strenuous occupation to hold down one city position, but when one holds five or six and two or three outside, that seems to be strenuously personified. Such a busy person is City Clerk Charles F. Richardson, of the thriving city of El Cajon, California, and whose portrait will be found on the Municipal Executives page. Aside from his City Clerk duties, Mr. Richardson also serves his city as Recorder, Judge, Health Officer, Assessor and Tax Collector. He was born in Swansea, Wales, in 1863, and became an American citizen in 1887. He has resided in El Cajon for the last sixteen years and entered the city's service in 1920, as Tax Collector. Prior to coming to California, Mr. Richardson graduated from the Auburn, N. Y., Seminary in 1891. For the last sixteen years he has been pastor of the Community Church of El Cajon. In 1925 he was chosen secretary of the San Diego County League of Municipalities and each successive year has been re-elected. Besides his multitudinous duties, Judge Richardson has a little time for two splendid hobbies—dogs and rare editions of books.

Mrs. Emily L. Jones, the first woman in the history of Eureka, California, to hold the office of Mayor, assumed her new duties July 8. Her Honor succeeded former Mayor A. W. Way, who turned the reins of city government over to Mrs. Jones. Eureka's new Mayor is a member of one of the city's pioneer families. The policy of Mayor Jones, as outlined in her inaugural address, included:

An effort to increase the payroll of Eureka;

Reclamation of 1300 acres of tidelands deeded the city by the state;

Formulation of a plan for a community center;

Institution of a park in the city's business section.



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

## THE FAIRFIELD CASE

### A New and Interesting Question Has Been Raised by the Power Companies

THE Modesto Irrigation District, Town of Mountain View and City of Stockton have recently joined with the Town of Fairfield in a proceeding before the Railroad Commission seeking to compel the power companies to furnish them with electricity. The companies have refused to serve on the ground that the applicants propose to build local distributing lines and compete for business now enjoyed by the companies. Mr. Louis Bartlett has been employed to serve as attorney in the matter for the Town of Fairfield, and also as associate counsel in behalf of the other applicants.

#### The Principal Question

The principal question raised in all the four cases is this: "Is a California public utility corporation, selling power, obligated to furnish power to a municipal or quasi-municipal corporation, to be distributed over a publicly owned distributing system in competition with that of the corporation furnishing the power?"

In a brief filed by Mr. Bartlett it is contended that the power companies, by filing a schedule of rates with the Railroad Commission, have dedicated all their facilities to a competitive public use, which contention is denied by the companies.

#### Re-Sale Power Service

In Mr. Bartlett's brief attention is called to the fact that Schedule P-6, filed with the Railroad Commission, was designed to cover Resale Power Service, and it is expressly provided that this schedule is "applicable to electric service to other electric utili-

ties and to municipalities for distribution and resale." Moreover, attention is called to the fact that some of the larger power companies are now selling electricity to municipalities which, in turn, compete with the companies, referring to such cities as Los Angeles, Anaheim, Burbank and Azusa.

In the Fairfield case it appears that the town is served by two of the large companies, one of which operates a distributing system and a street-lighting system. It was the contention of this company that the town should proceed under eminent

domain and condemn its system if it desired to go into the municipal light and power business.

#### Town Constructs Own System

The town council, for reasons best known to itself, preferred to construct a new system of its own, whereupon the company took the position that its facilities had not been dedicated to a competitive public use, and declared it would refuse to sell electricity for resale in competition with itself.

It is stated that the companies will not be satisfied with any decision except from the highest authorities.



LOUIS BARTLETT

*Former Mayor of Berkeley and President of the League of California Municipalities, 1922-23*

# League of Oregon Cities

By J. L. FRANZEN, *Executive Secretary*  
City Manager, Oregon City



J. L. FRANZEN



CHRIS SCHUEBEL  
*President, League of Oregon Cities*



FRED A. WILLIAMS  
*City Attorney, Salem, Oregon*

THE second Municipal conference for 1929 was held June 28 at the University of Oregon, at Eugene.

The conference was arranged with the University through the efforts of the executive board of the League of Oregon Cities. The conference, which was one of the most successful ever held here, was largely attended by representatives from many cities.

Prior to the conference, President Chris Schuebel of the League of Oregon Cities, sent the following letter to the officers of all member cities, urging attendance.

"The questions under consideration are all important to the cities, and we would like to have as many cities represented as possible.

"The expense incurred to send a delegate will be nominal compared with the value received by having the cities united on a program for future legislation. The object of the League is to protect the interests of the cities and bring about uniform legislation in city affairs.

"The last legislature passed a law providing for uniform accounting in cities. A practical method should be provided. Every city should be interested. We are inviting the Secretary of State to be present.

"The afternoon session will be of special importance as it will deal with the question of taxing municipal property, which was attempted by a bill in the last legislature. Also the municipal debt question in connection with sewage disposal.

**EDITOR'S NOTE**—Because of the tremendous importance of the various papers read at the conference on Municipal Finance, they will be published in *Pacific Municipalities*, beginning with the August issue. The first will be the paper by Professor James H. Gilbert, Ph.D., Dean of the Economics Department of the University of Oregon.

"Send a representative. If you are not a member, join now."

The program follows:

## Morning Session

Hon. C. Schuebel, President, League of Oregon Cities, presiding.

8:30-9:45—Municipal Budgets and Municipal Accounting.

1. The Budget Process and Budget Practice, James D. Barnett, Ph.D., head of Political Science Department, U. of O.
2. Uniform Accounting in Relation to Budget Making, C. L. Kelly, Ph. B., C. P. A., Associate Professor of Accounting, U. of O.

9:45-10:15—City Assessment Problems.

1. Recent Developments in the Assessment of Urban Real Estate, E. S. Huckabay, Deputy Assessor, Multnomah County.
- 10:15-11:00—General Discussion.

11:00-12:00—Summer Session Assembly. Address by Wm. T. Foster, Ph. D., former President Reed College, and Director Pollak Foundation for Economic Research. Subject: "Progress and Plenty."

12:00-1:30—Luncheon at New Men's Dormitory.

## Afternoon Session

Fred A. Williams, LL. B., City Attorney, Salem, presiding.

2:00-2:30—Financial Aspects of Municipally Owned Utilities, Carl A. McClain, B. S., M. C. E., Superintendent of Water and Lighting Plants, Eugene, Oregon.

2:30-3:00—Municipal Debts and the Debt Situation in Oregon Cities, James H. Gilbert, Ph. D., head of Economics Department, University of Oregon.

3:00-4:00—General Discussion Problems of Municipal Finance.

6:00—Banquet and Joint Meeting with Education Conference at New Men's Dormitory. E. H. Hedrick, Superintendent Medford Schools, presiding.

1. Address: "Stop and Go Signs on the Road to Plenty," Wm. T. Foster, Director Pollak Foundation for Economic Research.
2. Address by Representative from Education Conference.

# Roster of Municipal Finance Conference

Fred A. Williams.....	City Attorney, Salem, Oregon	Victor P. Morris.....	Eugene, Oregon
George H. Allen.....	League of	C. G. Reiter.....	City Manager, Bend, Oregon
California Municipalities, San Francisco, California		R. B. Parsons.....	City Attorney, Bend, Oregon
J. L. Franzen.....	City Manager, Oregon City, Oregon	A. H. Pengra.....	County Superintendent Schools, Newport, Oregon
J. W. McInturf.....	City Attorney, Marshfield, Oregon	Conda J. Ham.....	Certified Public Accountant, Portland, Oregon
W. W. Ekblad.....	Chairman, Finance Committee, Marshfield, Oregon	S. M. Calkins.....	City Attorney, Eugene, Oregon
Mrs. John W. Butler.....	Marshfield, Oregon	C. A. McClain.....	Superintendent Utilities, Eugene, Oregon
Ruth Hoagland.....	City Treasurer, Marshfield, Oregon	C. Schuebel.....	City Attorney, Oregon City, Oregon
John W. Butler.....	City Recorder, Marshfield, Oregon		
R. S. Bryson.....	City Recorder, Eugene, Oregon		
Victor Oliver.....	City Attorney, Albany, Oregon		
J. P. Yates.....	Mayor, Wasco, Oregon		
L. J. DeRycke.....	Eugene, Oregon		
H. L. Howe.....	Recorder, Hood River, Oregon		
L. A. Henderson.....	Oregon City, Oregon		
O. O. Freeman.....	Chief of Police, Hillsboro, Oregon		
George McGee.....	City Manager, Hillsboro, Oregon		
E. S. Huckabay.....	Portland, Oregon		
Geo. G. Upderoff.....	City Attorney, Wasco, Oregon		

## Commissioners

J. B. Messick.....	Baker, Oregon
Luther Mahan.....	Baker, Oregon
H. L. Melton.....	City Engineer, Baker, Oregon
Mayor Graves.....	McMinnville, Oregon
Prof. Turnbull.....	Tillamook, Oregon
Prof. James D. Barrett.....	University of Oregon
Prof. C. L. Kelly.....	University of Oregon

## Commissioner of Public Works Portland, Oregon



EVERY city government, large or small, boasts its outstanding department. Portland, Oregon, home of half a million inhabitants, points with pride—as does the entire Pacific Coast—to its Department of Public Works, which is guided by Francis Asbury Lincoln Gibbs Barbur, whose official title is City Commissioner.

In 1907 Mr. Barbur unanimously was elected Portland's City Auditor. In succeeding elections the voters saw no other name and Mr. Barbur was continued in office until 1917. In that year the electorate changed mind and Mr. Barbur was chosen as one of the Portland City Commissioners. He was re-elected so often that other city officials decided to make him a member of the Council. After that he was selected to head the Department of Public Works, which position he now holds with enviable credit to himself and the entire city government.

The City of Portland's Department of Public Works has supervision over the following branch departments: Office of City Engineer; Bureau of Construction—Street improvements, sewer im-



A. L. BARBUR  
Commissioner of Public Works, Portland, Oregon

ATTRACTIVE architectural treatment of bridges has been made possible through the use of portland cement concrete as the basic structural material.

The R. A. Booth Bridge, carrying the Pacific Highway over the North Umqua River, near Winchester, Oregon, is an interesting example. The graceful arch ribs and spandrel columns have inherent beauty, which has been enhanced by ornamental details of effective simplicity.

The roadway also is concrete, providing a rigid, even-surfaced pavement for motor traffic.

#### PORTLAND CEMENT ASSOCIATION

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provements, sidewalk construction, street extensions, construction of bridges and structures, tests on materials of construction. Bureau of Maintenance—Repair of sewers, repair of streets, repair of bridges and structures, municipal asphalt repair plant. Bureau of Standards—Physical laboratory, testing laboratory, municipal paving plant. Bureau of Buildings—Plumbing division, electrical division, building division.

Mr. Barbur was born on the banks of Salt Creek, Polk County, Oregon, June 4, 1861. His mother bestowed upon him his first name, Francis Asbury, in honor of the first bishop of the Methodist Episcopal Church to be ordained in the United States. The father, James A. Barbur, greatly admired the then president, so the name Lincoln was added. Oregon's governor at the time was A. C. Gibbs, so the name of Gibbs was added to Francis Asbury for good measure. The first and fourth given names were lost in the shuffle long ago and today Mr. Barbur contents himself by signing his name, "A. L. Barbur."

When Mr. Barbur was about 8 years old, his parents traded their Polk County farm for one near the portage of Rock Island, close to the hamlet of New Era. The father worked as a bridge builder for the Oregon & California Railroad, then being constructed.

Mr. Barbur began working for himself when 13. With his brother, Richard, he cut cordwood in winter, hauled it to the river bank, and sold it to steamboats in the winter. The average price paid the boys was \$2.50 a cord. If all the wood had been sold by harvest time, the boys would go to Polk County to work in the fields. The future Portland City Commissioner was 13 when his mother died.

The two brothers quit the cordwood business in 1878, and went to Portland to study in the old National Business College. They graduated in 1879. The boys decided to remain in Portland. So the young man with many names began tramping up and down First Street in Portland looking for a job. No luck attended him and he went back to woodchopping.

The change gave him a chance to save enough money to return to business college, where he took a special course in penmanship. While taking the latter course Mr. Barbur worked in a grocery store for his board. The penmanship course ended, Mr. Barbur became a regular

clerk in the grocery and shortly after was promoted to bookkeeper. Subsequently he worked as a bookkeeper for other firms.

Mr. Barbur then went to Tacoma, Washington, to open a commission house with one of his former employers. Business was bad. The present Portland City Commissioner returned to his old campground, where he served as clerk for Web-foot Camp No. 65, W. O. W. The organization grew so rapidly Mr. Barbur's clerkship developed into a regular position.

After that, Mr. Barbur's friends decided that his should be a political career and they have kept him everlastingly on the job.

## SUMMER HEALTH SCHOOLS AT LOS ANGELES

SIXTEEN summer health schools began their sessions in Los Angeles, July 1, to continue for eight weeks. This is the fifth year during which this project, inaugurated by Dr. J. L. Pomeroy, has been carried on in Los Angeles County, sponsored by the County Health Department, the Los Angeles County Public Health Association (Tuberculosis Committee) and the communities in which the schools are located.

Last year a group of 500 physically below par children were given eight weeks of intensive health training. A survey made eight months later revealed that 75 per cent had retained gains made and were continuing to gain.

The aim is to have one summer health school per health district in county territory. The location is largely determined by the ability of the public school in the district to "carry on" the demonstrated health program throughout the year in special health classes or health rooms.

Summer health schools are limited to thirty pupils under 11 years of age, selected from the following groups: Tuberculosis contact children, cardiac, convalescents from communicable disease or other severe illness and generally physically below par children. No actually ill child or one with active tuberculosis is admitted.

The district child hygiene physician, under the supervision of Dr. Anna E. Rude, director of summer health school activities, makes the initial physical examination and recommendations. In the follow-up program this same physician checks progress with the nurse once each month throughout the school year and re-examines the patient once every four months. X-rays are made of the chests of all contact children, also electrocardiograms as indicated.

The staff of each school consists of one public health nurse, one teacher and one dietitian.

The daily program of classes, rest periods, sun baths, supervised recreation, midmorning and afternoon lunches are outlined in detail by the County Health Department staff nutritionist, health educator and physiotherapist.

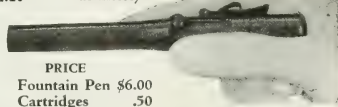
Local school boards are cooperating in the summer health school program by appropriating definite sums toward salaries or by providing for full-time nurse or teacher. Schools also provide buildings and equipment (ordinarily idle in summer).

Service clubs, parent-teachers' associations, women's clubs, civic and fraternal organizations contribute toward food costs and provide cots and blankets.

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**Instantly and  
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straight through to the subgrade**



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ASPHALT  
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results**

# *Asphaltic* **CONCRETE** **NON-SKID pavements**

# Reviews of Current Books and Reports

**List of Inspected Automotive Appliances.** Published by the National Board of Fire Underwriters, Chicago, Ill. Includes a list of appliances inspected for accident hazard, a list of inspected burglary protection appliances, a list of inspected electrical appliances, a list of inspected fire protection appliances and a list of inspected gas, oil and miscellaneous appliances.

\* \* \*

**Transactions of the Illuminating Engineering Society, Easton, Pa.** Features "The Illumination of a Large Office Building," by William Foulks and C. M. Bunn; "Transmission of Visible Radiation Through the Atmosphere Under Hazy Conditions," by T. E. Foulke, and "Artificial Light as an Aid to Surgery," by Henry L. Logan.

\* \* \*

**Sixth Biennial Report of the Division of Highways to the Director of the Department of Public Works, State of California.** Constitutes also the Biennial Report of the California Highway Commission. Profusely illustrated with maps and scenes along the state's highways.

\* \* \*

**City of Seattle, Wash., Harbor Department.** 1929 Year Book issued by the Port of Seattle, with which is combined the Port Warden's annual 1928 report. The operation of the Municipal Port organization, not alone for the promotion of maritime traffic, but as well for the development of the community, through other than strictly marine channels is excellently exemplified by the Port of Seattle, where many of the problems of a growing municipality have been solved by the intelligent coöperation of the Port Commission, which has aimed not solely at the upbuilding of shipping, but as well at the specific advancement of the port's tributary territory.

\* \* \*

**Foreign Office Organization.** By Henry Kittredge Norton. Issued by the American Academy of Political and Social Science, Philadelphia, Pa. A comparison of the organization of the British, French, German and Italian foreign offices with that of the Department of State of the United States of America.

\* \* \*

**The Ground-hog.** Forty-seventh anniversary number of the official house organ of the Marion Steam

Shovel Company, Marion, Ohio. Aside from paying glowing tribute to officers and men "at the levers," the editor announces construction in the company's shops of the world's largest shovel, equivalent to six great electric locomotives weighing nearly 1600 tons, mounted on crawlers higher than a man's head, with its operating deck nearly twenty-five feet from the ground.

\* \* \*

**XIIth International Housing and Town Planning Congress.**

Rome, Italy, September 12 to 22, 1929. Arranged by the International Federation for Housing and Town Planning. Modern standards of town planning, public health and housing and the need for traffic facilities necessitate replanning old and historic towns. In this work due regard has to be paid to safeguarding the distinctive character of whole quarters or of individual buildings where the historical, aesthetic, or architectural values are important. The object of the papers and discussions will be to ascertain the best methods by which such schemes can be carried into effect without unduly burdening public authorities.

\* \* \*

**Survey of the Buffalo (N. Y.) City Hospital.**

The survey and report were made at the request of both the board of managers of the City Hospital and the finance committee of the city council of Buffalo. It was financed entirely by the Buffalo Municipal Research Bureau. This ensured an unbiased report with no necessity of yielding to outside pressure. The work was done by the local staff of the Bureau with the aid of Dr. Carl E. McCombs of the National Institute of Public Administration, and Raymond P. Van Zandt of the Rochester Bureau of Municipal Research.

\* \* \*

**Civil Airports and Airways.** By Archibald Black. (Simmons-Boardman Publishing Company, New York, N. Y., \$4.) This is the first complete treatise on civil airports and airways, from the commercial standpoint. It covers all phases of problems related to airport selection, design, construction and equipment. It contains the latest authentic information on the subject for the business man, aviation committee, constructor, operator and city official. The engineer and student of air transportation will also find much valuable, up-to-date information in this work. In producing his work Mr. Black had the collaboration of a group of nineteen specialists in the different angles of airport construction and equipment.

\* \* \*

**Black and White.** E. F. Houghton & Company, Philadelphia, Pa. Contains a number of particularly interesting articles, including "Some Recent Research on Lubrication," "Industrial Armor," "Leadership and Affluence," "Central vs. Home-Made Power," "Incentive in Industry," "Unbiased Bell Transmission Research," and "Motor Oils Never Wear Out?" Black and White contains the unusual in technical literature. It supplies authoritative, practical information on the newest industrial de-

velopments, troubles and remedies in plant practice, as well as the broader aspects of industrial economics.

\* \* \*

**State of California.** Annual Report of Financial Transactions of Municipalities and Counties of California for the year 1928. Compiled and published by authority of Chapter 550, Statutes of 1911, by Ray L. Riley, State Controller. The Controller endeavored to obtain data with which to prepare a cost of government table for both the counties and municipalities by eliminating trust and agency items and outlays from bond funds. The report recites that many of the cities and counties complied with the instructions, furnishing exactly the data requested, but that those failing were sufficient in number to make a table of that nature incomplete and inaccurate.

The report shows that the receipts since 1912 have increased 560 per cent, the payments 595 per cent and the bonded debt 1913 per cent. The chief items for which state bonds have been issued are highway and veterans' farm and home building. In 1928 the bonded debt increased 9.12 per cent over 1927, an increase due to building and veterans' farm and home building bonds. Since 1912 the receipts for counties have increased 526 per cent, the payments 566 per cent, the bonded debt 860 per cent and the nonoperative property bearing the burden of this debt 204 per cent. The figures governing municipalities show no alarming increases nor unexpected decreases. The receipts have increased 283 per cent since 1912, the payments 331 per cent, the bonded debt 317 per cent and the nonoperative property 204 per cent.

\* \* \*

**National Association of Real Estate Boards.** Program of Twenty-second annual convention, Boston, Mass., June 24 to 28, inclusive. Realtors of the United States, Canada and Hawaii to be guests of the Boston Real Estate Exchange.

\* \* \*

**Illuminating Engineering Society, Easton, Pa.**

The Society's monthly magazine, Transactions, features Modern Art Lighting in Europe, by H. Maisonneuve; Illumination Research, by J. W. T. Walsh, and Light and Lighting, by C. C. Paterson. In Mr. Maisonneuve's article the various steps in the evolution of the modern luminaire are discussed, and new tendencies in design presented. Through the use of illustrations, examples of outstanding installations, both utilitarian and decorative, are given, together with details regarding design and application. Mr. Paterson's article traces the development of lighting from prehistoric ages to the present time, several descriptions of lamps used in those far-away days being given. He touches upon the use and abuse of modern lighting equipment and reviews the present conception of the physics of light and its effect on visual processes. Mr. Walsh's article outlines the various researches at present in progress at the National Physical Laboratory under the auspices of the British Illumination Research Committee.

\* \* \*

**American Society for Testing Materials.** Provisional program of the Society's Thirty-second annual meeting, June 24-28, in Chalfonte Hall, Atlantic City, N. J.

## ENGINEER PROMOTED

Announcement is made by Arthur B. Shelby, general manager of the Calaveras Cement Company of San Francisco, of the addition to their executive staff of J. E. Jellick, well-known engineer in concrete construction and for the last three years manager of Pacific Coast offices of the Portland Cement Association, to the position of manager of advertising and promotion for the Calaveras Cement Company.

Mr. Jellick was formerly with the Los Angeles County Road Department and the Wyoming State Highway Department as senior resident engineer and district engineer, respectively. He received his education at the University of Idaho.

As regional manager for the association, Mr. Jellick directed the activities of the five district offices in



J. E. JELICK

San Francisco, Los Angeles, Portland, Seattle and Vancouver, British Columbia. He brings to the Calaveras Cement Company a wide experience in concrete construction.

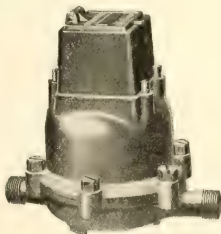
## A SHORT COURSE IN PUBLIC ADMINISTRATION

The School of Citizenship and Public Administration of the University of Southern California offered a special short course from June 3 to June 21 for public officials and others interested in local government. The course included sections on the principles of government, planning and zoning, purchasing, water supply, housing, airport management, recreation and parks, sanitary engineering, police administration, special assessments, accounting, budgets, and personnel.

Special lectures and discussion leaders included such leaders in their respective fields as W. B. Munro, H. N. Jenks, C. A. Dykstra, E. A. Cottrell, S. C. May, Carol Aronovici, O. R. Hull and F. W. Mohlman.

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# Recent Court Decisions,

COLLECTED and DIGESTED BY

**R.C. McAllister, Former City Attorney, Pasadena**

145. A member of a citizen's committee interested in the purchase of a fire engine for a county fire protection district rode on the engine beside the driver in a test run for demonstration purposes. In rounding a curve at a speed of twenty to twenty-four miles an hour the engine left the road, struck a telephone pole and threw the passenger from the seat killing him.

Held that deceased voluntarily assumed the risk ordinarily incident to the dangerous position he occupied, and the company owning the engine was not liable for any injury arising from such risks. It was incumbent on the passenger in the exercise of due care to take greater precautions for his own safety than a passenger in an ordinary automobile. The fire engine company was obliged only to run at the rate of speed and exercise the degree of care and caution required of equipment traveling to a fire.

**Grassie v. Amer. La France Fire Engine Co.**, 272 Pac. 1073 (3rd Dist. Ct. of Appeal, Calif. Dec. 1928).

146. In a special assessment proceeding every intentment must be indulged that can be in favor of the final action of the city council and all doubts resolved in favor of the action taken. The court will not hear the opinions of witnesses and other evidence in any subsequent issue involving the assessment to determine the validity of the proceeding, and will consider only facts appearing on the face of the record and facts of which judicial notice may be taken.

These rules apply to a reassessment made by a city council on its own motion under section 26a of the Street Opening Act of 1903. The original assessment is not conclusive on the council.

**Godber vs. City of Pasadena**, 273 Pac. 30, (Calif. Sup. Ct. Jan. 1929).

147. A fireman in the service of the City of San Francisco who was in service before and after being in the army, but later left and returned after an interval of five years, is entitled to additional credits as a veteran under a charter provision for such credit for persons "who shall have been in the city and county service prior to July 1, 1920."

"Shall have been" are applied to both past and future conditions and do not require continuous service in the absence of specific provisions.

**McCarthy vs. Civil Service Commission**, 273 Pac. 98 (First Dist. Ct. of Appeal, Calif. Hgden. by Sup. Ct. Feb. 21, 1929).

148. Expenses for witnesses in defending a mandamus proceeding to compel a board of trustees to call a recall election, where the petition was certified as sufficient by the city clerk but the trustees attempted to show insufficient signatures by qualified voters, are not a legal charge against the city.

Mandamus will not be to compel a city treasurer to pay an illegal claim though ordinarily no discretion is vested in the treasurer with respect to a warrant drawn by the proper officer.

**Hodges vs. Kauffman**, 273 Pac. 125 (First Dist. Ct. of Appeal, Calif. Hgden. by Sup. Ct. Feb. 18, 1929).

149. The act of 1913, Stats. 1913, p. 445, authorizing county boards of supervisors to condemn rights of way for state highways, was not repealed by section 2, Art. 16, of the California Constitution adopted in 1919.

The necessity referred to in the act is that arising from inability to obtain the right of way without proceedings in eminent domain, and does not preclude county action because the state might have proceeded directly.

The fact that a right of way had previously been condemned by the county paralleling the new route and a short distance from it, and in some places within it, does not show that there was no necessity for the new

road or prevent the conclusive presumptions established by sec. 1241 C. C. P. from arising. The requirements for a highway forming an integral part of a state system are different from and not inconsistent with those of a local road.

The benefits which may be offset against severance damages are the special benefits accruing to the property of defendant not taken, not those generally accruing to the community.

In considering the damages allowed by the trial court, the appellate court will take note that the judge made a personal examination of the property where counsel for appellant in argument stated that the judge had seen the property and that such view was evidence, although there was no stipulation. Such view may be of minor importance.

**L. A. County vs. Marblehead Land Co.**, 273 Pac. 131 (Second Dist. Ct. of Appeal, Calif., Dec., 1928).

150. The Constitution does not require a state to adopt the best possible system of taxation. There is sufficient difference between par and nonpar stock to sustain different bases for a franchise tax thereon.

**People vs. Latrobe**, 49 Sup. Ct. Rep. 377 (U. S. Sup. Ct., May, 1929).

151. Municipal authorities may not vacate any portion of a public street for the sole benefit and use of private individuals or corporations, but in a proper case a street or a part thereof may be closed and vacated in the interest of the safety, convenience and good of the public. This power is not affected because the beneficial use or title to the land abandoned will revert to private parties.

The closing of streets is a legislative function. When delegated to a city council by charter it is primarily for that body to decide whether closing a street is in the public interest, the opening, closing and improvement of city streets being of much greater concern to the city than to the state at large.

While the action of the city council is subject to judicial review, public interest and the law require that it be not set aside without a substantial showing of fraud or abuse of discretion.

**People vs. City of San Rafael, 273 p. 138** (First Dist. Ct. of Appeal, Calif., Dec., 1928).

152. Where the delinquent tax list and notice of sale state that a sale will be for the amount due, including penalties and costs, but does not state the amount of such penalties and costs, the sale to the state and subsequent sale by the state is void.

**Wyser vs. Truitt, 273 Pac. 147** (Third Dist. Ct. of Appeal, Calif., Jan., 1929).

#### TACOMA MAYOR ON VISIT

Mayor James G. Newbegin of Tacoma, Washington, while in San Francisco on June 18, called to pay his respects to Mayor James Rolph, Jr. Mayor Newbegin was accompanied by Mrs. Newbegin and their children. The Mayor's eldest son was a Stanford University graduate this year.

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Empire? An empire ruled by giants. Forest giants that have watched the old Pacific pounding at their feet 2000 years. Their lofty branches whisper secrets in the breeze. Secrets of another age... an old tranquility.

Northbound from San Francisco you can board Northwestern Pacific Pullman at 8:30 p.m. The next morning you start your motor drive thru the Redwoods, arriving at Grants Pass, Oregon, in time to board the "Oregonian". Arrive Portland 7:30 a.m. next morning. The cost is but \$10.40 more than regular fare.

Include this tour in your round-trip back East. Go directly east

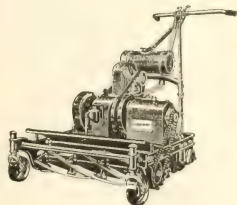
over the OVERLAND ROUTE and return over northern lines and the SHASTA ROUTE. By going one way, returning another you can combine any two of Southern Pacific's Four Great Routes to link in a single roundtrip the cities and natural wonders you have wanted to visit.

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San Francisco



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# Methods, Materials and Machinery

Up to the Minute News for the Busy Executive

## WAGNER CORPORATION MOVES BUFFALO OFFICE

The Wagner Electric Corporation of St. Louis, Missouri, has moved its Buffalo service station and branch sales office to a new building at 1796 Main Street. The new building was built in accordance with Wagner specifications in order to assure improvements in the handling of standard Wagner lines and in service work. The Buffalo office handles the entire Wagner line of motors, transformers, fans and Lockheed Hydraulic brakes, not only as a branch sales office, but also as a repair shop and service station.

## CENTRAL CO. CHANGES DISTRICT OFFICE LOCATIONS

In order to handle the increase in business in these districts and provide more suitable quarters, the Central Iron & Steel Company of Harrisburg, Pa., recently announced changes in the location of its New York and Pittsburgh offices.

The New York district office, formerly in Suite 1506, 1507 Evening Post Building, is now located in Suite 516 in the new Cunard Building at 25 Broadway.

The Pittsburgh district office has been removed from 1606 Commonwealth Building to more suitable quarters at 1721 Oliver Building.

No change is contemplated in the company's other offices which are located in leading cities all over the country.

The Central Iron & Steel Company is widely known as the manufacturer of Central "Knobby" Non-Skid Floor Plates, and also manufactures steel plates of various kinds for the trade.

## SULLIVAN MACHINERY CO. MOVES GENERAL OFFICES

The Sullivan Machinery Company, formerly located at Peoples Gas Building, 122 South Michigan Avenue, has moved its general offices and all departments to new quarters on the seventh and eighth floors of the Wrigley Building, 400 North Michigan Avenue, Chicago, Ill.

## THE FEDELCODE VERTICAL SIREN

THE outstanding features of the new "Fedelcode" vertical siren are:

- (a) Vertical design.
- (b) Specially designed quick starting motor.
- (c) Entirely new quick coding principle.
- (d) A really weatherproof housing.
- (e) Built in four sizes.

produce the greatest possible air pressure when rotating in a clockwise direction viewed from the top.

This combination of two frequencies, special vane design, together with the special housing used on the "Fedelcode" siren, make it possible to produce sound waves having extremely greater carrying power than has been heretofore possible to produce.



Models 1, 3, 5 and 10, Fedelcode Vertical Siren. No. 1 is for general alarm only. Nos. 3, 5 and 10 are built as general alarms, and are fitted at the factory to accommodate the coding mechanism.

The new "Fedelcode" siren is of vertical type because this construction permits even and unified distribution of sound in a downward, outward direction, away from the central location at which the siren is mounted.

Vertical construction does away with dead spots in the town that are due to wave interference or the tendency of an ordinary siren to project the sound practically entirely in two directions only.

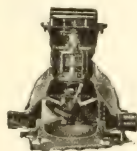
### Rotors Are Cast Aluminum

The rotors of the new "Fedelcode" siren are made of cast aluminum of special design. The vanes in each rotor are arranged so as to

The special design of the housing is such that sound waves are projected slightly downward, concentrating the sound near the ground where it will do the most good, yet without interfering with the travel of the sound waves.

### Weatherproof Siren

The new "Fedelcode" vertical siren is as nearly weatherproof as it is humanly possible to construct a device of this type. A close examination of the machine will reveal to what extent the engineers have anticipated the need for protection to the motor, sound mechanism and code equipment. All sound openings are screened with one-quarter-



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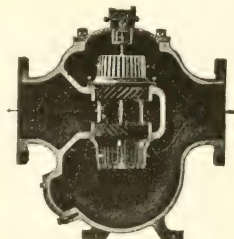
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inch mesh wire screening to keep out birds, leaves, sticks or other foreign matter.

The housing itself is made of heavy gauge galvanized iron, and to further protect it against rust and corrosion, it receives a heavy coat of bright red Duco before it leaves the factory.

The motors are made especially for use in fire siren work, and are particularly adapted to the special type of quick starting service to which they are subjected.

Grease cups for lubricating the motor are conveniently placed outside the housing of the new "Fedelcode" siren eliminating the inconvenience of moving any part of the housing. The motor needs greasing only three or four times a year.

#### Four Models

The No. 1 "Fedelcode" is built for general alarm only. The No. 3, No. 5, and No. 10 are built as general alarms, and are drilled and machined at the factory to accommodate the coding mechanism. This coding mechanism is added at the factory when the siren is purchased for coding. The siren may be purchased first as a general alarm, then later the coding mechanism can be easily and quickly added without removing the siren from its location on the roof or tower.

The coding of the "Fedelcode" siren is accomplished by shutting off the supply of air that is drawn in the open ends of the rotors. Two aluminum valve discs centered accurately over the rotors are used to cover up the open ends and cut off the supply of air.

The valves or discs are normally held open by strong spiral springs. When the siren is operating at full speed, the air entering the rotors tends to drag the valves shut. The spring is adjusted to exert sufficient pressure on the levers operating the valves to hold them open against this suction. A small torque motor of special design is used to overcome the difference between the pressure exerted by the spring and the suction of air, thereby forcing the valves shut and cutting off the air supply.

#### Siren Runs Continuously

Breaking the circuit on which the motor is connected releases this additional power and the spring immediately lifts the valve, permitting the siren to give a code blast until the circuit of the torque motor is again closed, which again closes the valves.

From this description it will be noted that the motor in the new

"Fedelcode" siren runs continuously while the siren is coded. This feature is a big step in advance of the old type coding method.

Since the coding mechanism operates as an entirely independent and separate unit, the actual timing of the code blasts is something that is extremely flexible. Code signals can be timed to meet practically any condition that might exist, because code signals at one-second intervals can be given on this siren, although a signal of two seconds duration with a minimum silence between blasts of three-quarters of a second is recommended as the most practical code.

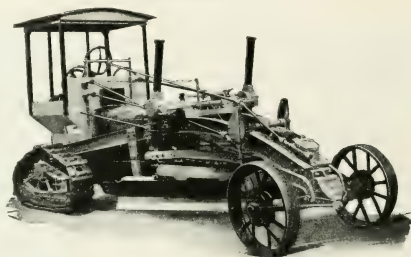
"Fedelcode" sirens are built in four sizes, No. 1 having one 10½-inch rotor, No. 3 having two 10½-inch rotors, No. 5 having two 16-inch rotors, No. 10 having two 24-inch rotors.

These four sizes of sirens provide a complete line of fire alarm equipment for any town from the smallest to the largest requiring siren protection.

A special coding panel permits attaching the "Fedelcode" to any existing fire box circuit or central station transmitter.

"Fedelcode" sirens are manufactured by the Federal Electric Company, 8700 South State Street, Chicago, Ill.

### MODEL "ER" WARCO POWER GRADER



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The model "ER" powered by McCormick-Deering Industrial Tractor Model 20, on 40-inch by 10-inch rubber tired wheels, with 34-ounce heavy canvas curtains on the all-metal cab, WARCO screw-lift blade control, independent scarifier and WARCO head type steering gear, is a most popular machine with public officials and contractors.

It is well balanced, powerful and remarkably easy to operate. No more difficult to run than an automobile. Roller bearings, enclosed worm and gears—oil bathed, heavy 7-inch section "I" beam double frame, and high pressure lubrication fittings insure permanency, long life and easy operation; most desirable attributes.

The Independent Scarifier is a big and popular feature on WARCO model "E" and "ER" graders. It can be supplied at a small additional cost. It is operated entirely and easily from the operator's station, and absolutely independent of the grader blade and circle.

The scarifier is designed, with reversible self-sharpening teeth, to rip and tear its way through, under the toughest conditions, without overstraining the equipment. The teeth can be set at different angles to best suit the character of the work being done.

The scarifier is of rugged construction and highly satisfactory in operation. The spring-counterbalanced, work and gear segment lift makes control very easy.

Bulletins relative to WARCO equipment may be obtained from W. A. Riddell Company, Bucyrus, Ohio.

R. S. Arthur, formerly in charge of the Chicago office of the Dravo Equipment Company, has been appointed manager of the Midwestern branch office recently opened by the Aeroil Burner Company of West New York, New Jersey, at 176 North Wacker Drive, Chicago.

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Vol. XLIII

AUGUST, 1929

No. 8



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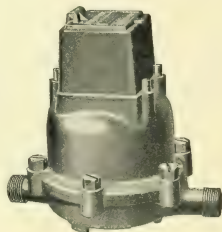
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Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

Entered as second-class matter March 22, 1913, at the Post Office at San Francisco, California, under the Act of March 3, 1879

Thirtieth Year

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## INSURE YOUR LIABILITY

**A**SSEMBLY BILL 595, approved by the Governor of California on May 11, makes the state, counties, cities and counties, municipal corporations, irrigation districts, school districts and other sub-divisions of the state owning any motor vehicles *responsible* to every person who sustains any damage by reason of death or injury to person or property as the result of the negligent operation of any such motor vehicle by any officer, agent or employee.

The new law also makes such political sub-divisions responsible for damage caused by *any other* motor vehicle and resulting from the negligent operation of such vehicle by any officer, agent or employee acting within the scope of his agency or employment.

The law further provides that "the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political sub-division of the state, may *insure their liability*," . . . and the premium for such insurance shall be a proper charge against the respective general fund of the state, county, city or other municipal corporation or district.

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# EDITORIAL PAGE

## *Industrial Deaths Decrease*

ONE of the most gratifying reports in the history of the California Industrial Accident Commission recently was issued. The death list in 1928 was lower than the similar list for the years 1924, 1925, 1926 and 1927. The 1928 total was 636, a decrease of seventy-eight over the 1927 compilation. With the yearly increase in population taken into consideration, the 1928 report stands out as the best since the Commission was appointed in 1911.

In the 636 deaths there are included approximately fifty fatalities, charged to the industrial side, as an outcome of the St. Francis Dam disaster. Occupations that head the 636 death list are, public utilities, eighty-five; engineering construction, sixty-seven; agriculture, sixty; lumber and wood manufacturing, fifty-one; railroad operation, fifty-one. Employees engaged in vehicular service and who were killed during 1928 numbered 193. Falls of persons caused 102 deaths, and machinery was responsible for ninety-one fatalities.

\* \* \*

## *The League's Convention*

IN LESS than sixty days the Thirty-first Annual Convention of the League of California Municipalities will be under way in Oakland. The dates are October 7 to 11. As previously noted in these columns this year's convention promises to eclipse any like meeting in the history of the League. And it is the intention of City Clerk Frank C. Merritt, Chairman of the Committee on Arrangements, and every other City of Oakland official, to see that delegates and visitors to the convention are treated to a most memorable meeting. Every municipality in California is expected to be represented. Are the officials of your city planning to attend? By all means make your plans to attend. You cannot afford to miss this year's meeting.

\* \* \*

## *Trees Along the Highways*

A plan of the State Highway Commission to plant trees along the roads in clusters and groves, rather than in the parallel line, has much in its favor. Especially in sections of scenic enjoyment there will be relief from the strain of catching glimpses between trees set out as are telephone poles. Variety and beauty will be gained.

## *Richmond Plans Celebration*

RICHMOND, Contra Costa County, one of Northern California's coming industrial centers, is preparing to hold a notable celebration the first week in September. The occasion will be the formal announcement to the world of the opening of a new dock that will add materially to the city's facilities for handling traffic of the bay region and of Central California.

Richmond citizens have invited their neighbors from bay cities and interior California to participate with them in the celebration, and rightly so, for all will be benefited by the enterprise and money investment in the Contra Costa County city for development of the great San Francisco Bay.

The new dock represents an investment of half a million dollars. It is only part of the work that is going on in that progressive city and at other cities on the east shore of San Francisco Bay. The new dock at Richmond will be 900 feet long and will afford berthing space for the largest sea going freight carriers.

## *Talkative Americans*

IN FIGURES presented before the Institute of Radio Research, at Chicago, recently, Richard E. Smiley, showed that Americans are the most talkative people in the world. His statistics are interesting. They showed that Americans talk twice as much over the telephone as all other nations in the world combined. Germany, he noted, was second, with Japan third. In his talk before the Institute, Smiley averred that America will be the future great radio center of the world, not only because it is the most mechanically minded nation of them all, but because American talkativeness literally will force the discovery of new channels of radio expression. He declared, in backing up his talkativeness figures, that approximately twenty-five and one-half billion conversations are carried on over telephones each year in America.

\* \* \*

Already the year is two-thirds gone and some of us are probably a little behind in our plans for doing things in 1929.

Pacific Coast highways are the admiration of the tourist world.

# OAKLAND

## QUEEN CITY OF THE AIR

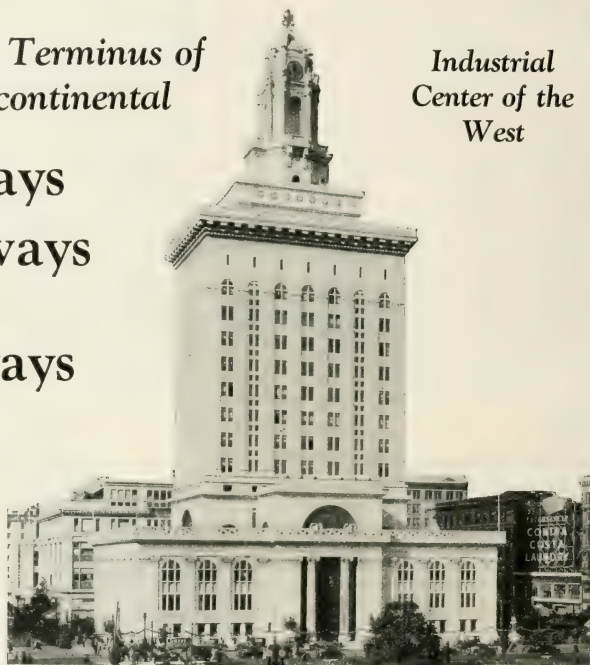
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Transcontinental*

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Center of the  
West*

**Airways  
Highways  
and  
Railways**

**Oakland as  
Host to the  
1929  
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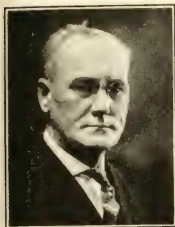


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*and Safety*  
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*Chief of Police*  
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## Municipal Executives

(SERIES No. 8)

Portraits of busy officials who de-  
vote their efforts to the upbuilding  
of the Pacific Coast



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*Chief Operator*  
*Central Fire Alarm Station*  
SAN FRANCISCO, CALIF.



PERRY A. YODER  
*City Clerk*  
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H. M. BECK  
*Health Officer*  
SAN RAFAEL, CALIF.



SAMUEL C. CURTIS  
*Chief Inspector,*  
*Department of Electricity*  
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E. W. BATHHURST, M. D.  
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ETNA, CALIF.



E. SNAPPER INGRAM  
*Councilman*  
LOS ANGELES, CALIF.



WM. G. HAGELSTEIN  
*Mayor*  
DORRIS, CALIF.



G. L. BUCK  
*City Manager*  
LONG BEACH, CALIF.



J. A. HENNING  
Superintendent, Public Utilities,  
Lodi, Calif.

## Solving Municipal Problems in the City of Lodi, California

By J. A. HENNING

*Superintendent, Public Utilities*

WHEN the City of Lodi was incorporated in 1907 it was served with water and electricity by private enterprise and had no sewer system or paved streets. Each lot had its own cesspool; some had six.

The town had grown rapidly in population and area and the elected officers of the new city were alive to the necessity for improvement.

### Bond Issue Submitted

The City Council submitted a bond issue for \$76,000 of forty-year bonds for a combined water and electric plant and a \$50,000 bond issue for sewers and a sewage disposal plant. By an almost unanimous vote in 1908 the electors authorized both propositions. However, litigation held up the sale of the bonds for nearly two years. Finally approved by the State Supreme Court the bonds met with a ready market and were sold forthwith, with contracts first let for the sewer system. This consisted of a system of collecting sewers for ap-



*The Lodi, California Woman's Club Building, erected by the Building Association of the Woman's Club*

proximately eighty per cent of the city's area and served nearly all the population; an outfall sewer two and one-half miles long and a septic tank and filter beds.

### Sewer Problems

At the outset this served very nicely, the filter beds yielding a very satisfactory effluent which was disposed of in a nearby irrigation canal. With ever increasing population and a corre-

sponding increase of sewage, augmented by the cannery wastes, the septic tanks were overloaded, the filters clogged, and the effluent unstable.

The canal which ran through a highly cultivated agricultural district was so polluted and the odors therefrom so obnoxious that very strong protests were made to the governing body of the city by those living in the vicinity of the canal and septic tanks.

After some investigation of other plants and on the recommendation of the Director of the Bureau of Sanitary



*An exterior view of the Lodi Municipal Baths*



*An interior view of the Municipal Baths in the City of Lodi, California. The Baths were inaugurated by the Lodi Boys' Club, having been built in 1912 by the city.*

Engineering of the State Board of Health, it was decided to build an activated sludge sewage disposal plant. Accordingly this was done through a bond issue of \$100,000 in 1923. Clyde F. Smith, sanitary engineer, furnished the plans and supervised the construction.

#### Clear Effluent

This plant has now been in operation nearly five years with an effluent clear as spring water, odorless and stable.

The collecting sewers have been extended so they now serve all in the original city limits as well as the population in four annexed districts. These annexed districts are served with extensions covering approximately twice the original area sewered which were made from the profits on the sale of water and electricity.

#### Water and Electric Supply

Going back to 1910 the Board of Trustees with the sewer system well under way tackled the water and electric supply problem. While plans had been drawn and approved for a complete new plant it was deemed advisable to negotiate for the purchase of the existing plant. An agreement was reached whereby the private plant was turned over to the city on July 1, 1910. New water mains were laid and new pole lines were built, the old ones being taken up entirely.

New pumps were installed, also a 100,000 gallon steel tank. Electric energy was purchased from a hydro-electric company.

Water rates were reduced fifteen per cent and electric rates dropped forty per cent and service, which had suffered during the period of litigation, was vastly improved.

#### Power Rates Reduced

The water and electric departments are now delivering to the consumers of the city approximately twenty times the amount of each commodity as when the plant was taken over. Electric rates have been continuously reduced until now the maximum energy is 4 cents per kilowatt hour with a considerable block being sold at 1 cent and less.

City departments which include water works, sewage disposal plant, street lighting, city hall, jail, municipal playgrounds, and fire department receive their electric supply at cost.

The plant with an original investment of \$76,000 is now valued conservatively in excess of \$200,000. Extensions and betterments have been made from rate revenue profits.

The excess revenue over all expenses for the water works now



TOP: The famous Tokay Arch in the City of Lodi. It was erected in 1907 by the Tokay Canonical Committee and is maintained by the city. CENTER: Lodi's City Hall, completed in 1928 out of revenues from the city's public utilities. The cost, including grounds and equipment, approximated \$100,000. BOTTOM: The Lodi Public Library, erected in 1909 and enlarged in 1925.

amounts to more than \$22,500 annually and this same item for the electric operations is more than \$45,500 per year.

The city has recently acquired a site for hydro-electric development on the Mokelumne river and at present is actively engaged in the preliminary engineering and exploratory work neces-

sary to complete plans and specifications for the project.

The sewage disposal plant and the water and electric plant are in excellent condition. The former especially is pointed out by state authorities as a model for other communities to visit and study, which many of them do. Revenue derived from the water and electric works assists materially to maintain other municipal activities in-

cluding parks, baths, playgrounds, concerts, etc., as well as the erection and furnishing of the new city hall building in 1927 at a cost of nearly \$100,000.

The hall, besides housing the city officers and council chamber, the county health unit, the horticultural commission, and the Chamber of Commerce, has a large auditorium which is used frequently for public meetings.

## City of Los Angeles Orders \$29,000,000 Improvements Program

By JOHN C. SHAW

*City Engineer, City of Los Angeles*

### STREET IMPROVEMENTS

AT THE beginning of the year 1929, the Engineering Department had on hand improvement orders for approximately 500 miles of street improvement work. About thirty-five miles of this work is for curb and sidewalk, and about fourteen miles is for alleys. About 67 per cent of the plans for this work provide for cement concrete pavement, 8 per cent for asphaltic concrete and the remaining 25 per cent for various patented pavements. These orders represent approximately \$29,000,000 worth of street improvements.

Outstanding among projects for which plans are nearing completion, is the widening, change of grade and improvement of Third Street between Figueroa Street and Vermont Avenue. The improvement of this street will fill the long-felt need for an east and west artery between Beverly Boulevard and Sixth Street. The roadway will be fifty-six feet wide and the pavement ten inches thick, of a type which is not as yet determined. Sufficient change of grade will be effected to provide an arterial grade over Crown Hill. This work will be done under the Improvement Act of 1913, which provides for damages being paid, due to excess cut and fill.

#### Country Club Drive

Another important project on which construction may be anticipated during the ensuing year is the paving of Country Club Drive from Rimpau Boulevard to Robertson Boulevard. This improvement will consist of a seven-inch compressed concrete pavement, seventy-four feet wide, built to an easy grade. Developments in the district (about three miles square), bounded by Rimpau



JOHN C. SHAW

*City Engineer, City of Los Angeles*

Boulevard, Pico Boulevard, Robertson Boulevard and Wilshire Boulevard, have been lagging on account of the lack of such an artery as Country Club Drive will make when completed. This street will eventually form a portion of probably the most important of all east and west thoroughfares in the city of Los Angeles. Tenth Street, when widening is complete, will be 100 feet wide with a seventy-four-foot roadway and will extend in a direct route from the east city boundary to Lucerne Boulevard. This will provide a 100-foot boulevard from the east city boundary to the west city boundary at Beverly Hills. It is understood that the neighboring municipality will assist in extending this boulevard to the ocean at Santa Monica.

Dependent upon the completion of the portions of Sacatela Storm Drain, Section No. 3, which affect it, another important project may reach

construction during 1929, namely, paving of the unimproved parts of Silver Lake Boulevard from Glendale Boulevard near the Silver Lake Reservoir to Beverly Boulevard near Vermont Avenue. Land is now being acquired for that street, and an interlocutory decree on the condemnation award was entered August 9, 1928. It is likely that construction can be started during the new year. The boulevard will be paved with an eight-inch cement concrete pavement, fifty-six feet wide and about two miles in length. The improvement will join, somewhat diagonally, the Glendale and Silver Lake District with the community at Beverly Boulevard and Vermont Avenue. The immense amount of traffic to be carried on the thoroughfare is expected to expedite developments in the adjacent territory. In completing the thoroughfare, grade separations will be constructed at both Sunset Boulevard and Temple Street.

#### Vermont Avenue Widened

The widening and paving of Vermont Avenue between Hollywood Boulevard and San Marino Street is of considerable importance from the standpoint of traffic relief. Land recently has been acquired to provide for a 100-foot dedicated street between those limits.

Construction is now under way. The plans provide for a seventy-foot roadway of ten-inch pavement. The present pavement will be utilized as a base and will be remodeled with a two-inch Warrenite bitulithic wearing surface. New pavement adjoining the old roadway will consist of an eight-inch asphaltic concrete base and a two-inch Warrenite bitulithic wearing surface. Material changes are being made in the grade between Third Street and Sixth Street. Per-

mission was given the property owners to make the fill between these limits and same has been completed. This fill reached a maximum height of about twenty feet. This project is about three miles long and will represent an expenditure of about \$635,000. The improvement will eliminate the congested condition on that street, which is one of the most heavily traveled north and south arteries in the city.

The improvement of Glendale Boulevard from the Glendale city limits to Allesandro Street by way of the Glendale-Hyperion Viaduct

will be completed this year. That improvement, with that of Riverside Drive from Los Feliz Boulevard to the Dayton Avenue bridge (and the proposed Figueroa Street extension) will provide excellent thoroughfares between the cities of Los Angeles and Glendale.

San Fernando Road, from the Glendale city limits to Dayton Avenue, is being paved with eight-inch concrete pavement, fifty-six feet wide, thus completing the improvement of San Fernando Road from the Newhall tunnel to Los Angeles proper and providing adequate fa-

cilities for truck and passenger traffic to northern cities.

The Alhambra Avenue and Valley Boulevard Improvement District provides for the paving of Alhambra Avenue from the Alhambra city limits to Valley Boulevard, and of Valley Boulevard from the Alhambra city limits to Soto Street, with an eight-inch Warrenite pavement, seventy-two feet wide and with the usual appurtenant storm drain and sewage systems. Heavy truck and passenger traffic thus will be relieved along the Valley Boulevard to Alhambra and to the east.

## City of Berkeley Radios Municipal Problems to Citizens

By HAROLD L. HOCK

City Assessor, City of Berkeley

NO ONE thing affects more persons than does the matter of taxes. No one thing is so little understood by the general public. And probably no one thing is so productive of false ideas.

"When you make an inventory of your business, or your home, you know what it means. Consider, then, that the Berkeley city assessor must annually inventory 40,000 pieces of land, 20,000 homes, 3,000 businesses, 100 factories and all that is contained in them, and you will realize that it can only be accomplished by the cooperation of the citizens.

"The necessity for this cooperation is recognized and provided for by law. Each person is required by State law to furnish annually to the assessor, 'upon demand,' a full list of everything he owns—not just the furniture in his living room or such other matters as he chooses, but everything. The assessor furnishes forms on which this may be reported, for the convenience of the citizen.

"A certain number of persons fail to file this return. It then becomes the duty of the assessor to make an arbitrary assessment in these instances and, although every other assessment is subject to review and correction by the Board of Equalization, no arbitrary assessment can be reduced, although it may be increased. The citizen has been allowed his opportunity and has failed to cooperate. This is the letter and spirit of State laws governing assessments.

"Since the earliest days it has been the plan in California for the asses-

**W**HILE the City of Berkeley is not the first city in the United States to use the radio to inform its citizens of the duties, functions and problems of its municipal administration, it is, perhaps, the first city in California and probably in the West, to attempt anything of the kind. In addition to the usual city department heads, administrative officers from the Public Library and the Public Schools give talks over the radio. The article on this page is an explanation, in part, of Berkeley's tax system, as told by Mr. Hock over the radio.

sor to go or send deputies to every property to make estimates of values and to leave these statements for the taxpayers to make their reports. The statements and plan originated in a day when no city in California had a population as large as that of Berkeley today.

### Under-Evaluation

"In order to obtain a slight advantage over his neighbors it became common practice for persons to omit first one thing and then another, and to undervalue everything. It is a common opinion today that property is worth what it would bring on forced sale to the second-hand man. But that valuation is expressly rejected by the courts, which have held that the value is its replacement value in its present condition—what

it would cost to buy it back from the second-hand man.

"I know of assessors who consider that each farm or ranch includes 'one horse, one cow, one pig, one sheep, one wagon and one chicken.' As some of these ranches might be but two acres in size while others were of 2,000 acres, such an assessment is obviously unfair. And in one county where the assessor conscientiously endeavored to perform his sworn duty he was 'snowed under' by an avalanche of votes when he ran for re-election 'because,' as one person explained it to me, 'he tried to assess our watches.' And yet his roll was probably the only fair assessment that county ever had and it did not produce one cent more in taxes than one of the 'one horse, one cow' rolls. That is because the more property there is on the rolls, the lower the rate.

### Rates Meaningless

"The rate itself is meaningless. It is theoretically possible to have a rate of 1 cent. Or a roll can be written at 1 per cent of values. But the combination of both cannot exist. Assuming that the costs of government, over which the assessor has not the slightest control, are stationary at \$1,000,000 per year. If the total market value of property is \$100,000,000 and the assessment is on a 50 per cent basis the roll will total \$50,000,000 and the rate will be \$2. If the basis is 25 per cent there will be \$25,000,000 on the roll and the rate will be \$4. If John Smith really owns \$1,000 worth of property he will pay either \$2 per hundred on \$500 or \$4 per hundred on

\$250—the result is \$10 in taxes, either way you obtain it. The assessor, then, cares nothing about the total of the roll or of the tax rate. His only duty is to see that the proportionate charge is properly determined and it cannot be fairly divided unless all appraisals are made on the same basis, whether that be 100 per cent or 10 per cent.

"Last year, under the old plan of assessing, four men covered Berkeley in three months, averaging six minutes to a call. They left statements at each house but the taxpayer was not informed as to how to fill out the statement. Incidentally, the taxpayer had to come to the City Hall within ten days and there swear to his return. This year the work was completed in one day, when postmen delivered 30,000 statements, together with explanations as to how to answer. And the necessity of calling at the City Hall was eliminated, for returns may be made by mail.

#### Old Plan Unfair

"Under the former plan a man's

statement was accepted, regardless of the amount or fairness of valuation. Thousands of our returns last year were for 'household furniture, \$100.' The amount was established at that figure because every householder receives exemption to that extent. As a result, a man either had to commit perjury, under the former plan, or pay a penalty for his honesty. Instead, many preferred to 'take a chance' and not file at all. Under the old plan an arbitrary assessment was carried forward year after year at the same amount and the result was that if a man's possessions were assessed for less than he would value them he would never file. And you can't blame him for it. Hereafter, arbitrary assessments will invariably be for more than they were in preceding years, until they reach a point where the man is compelled to file his statement. It is the only way in which those who do file can be protected. Under our new plan, however, definite rules for establishing values are given to every taxpayer and a man

may report his intangible articles, such as jewelry, watches, and cash on hand and not pay a severe penalty for being honest, since these will be valued at nominal percentages only. Cash on hand means only actual money—not bank accounts, which should be reported only to the county. If you wish to have a deputy call, as was done under the former system, you may write 'yes' on line 52 of the statement, sign and return it.

"There has been considerable comment, both pro and con, about our new plan. Hundreds have told us that they could not make out our 'new' statements. Yet the statements are almost exactly the same as last year's except that they run in the order direction on the page and a few questions are asked in order that proper credit may be allowed for various exemptions and that bills may be mailed to the proper persons.

#### SEVEN THOUSAND MILES OF FEDERAL-AID HIGHWAYS IMPROVED LAST YEAR

During the fiscal year 1929 the Federal Government cooperated with the states in the improvement of 7022 miles of Federal-aid highways, bringing the total mileage of the system improved with Federal aid to 78,096, according to figures of the Bureau of Public Roads of the United States Department of Agriculture. The year's mileage was improved in the forty-eight states and Hawaii by state highway departments working in cooperation with the Federal bureau. There are approximately 188,000 miles of main interstate and intercounty highways in the Federal-aid system, of which the above mileage and approximately an equal mileage built by the states without Federal assistance is now improved.

The 7022 miles improved include 1056 miles of graded and drained earth roads, 563 miles of sand-clay. 1293 miles of gravel roads, 189 miles of water-bound macadam, 728 miles of bituminous macadam and bituminous concrete pavements, 3101 miles of Portland cement concrete pavement, and forty-eight miles paved with vitrified brick. Forty-four miles of bridges and approaches were also constructed.

#### LEGION BUYS AIRPORT

A permanent airport will be acquired for Ontario, California, through the efforts of the American Legion. The local post has an option to buy the thirty acres of land now used for that purpose, and has obtained \$7000 in pledges towards its purchase.

## Water Bureau Has Beautiful Float in Portland (Ore.) Rose Festival

By WILLIAM BLISS STODDARD



Entry of Portland Water Bureau in Floral Parade of the 1929 Rose Festival at Portland, Oregon, June 10, 1929

On Monday, June 10, occurred the floral parade of the annual Rose Festival of Portland, Ore. "The whole world knows the Portland rose," so the event has become a classic and attracts thousands of visitors from all parts of the country. Nothing but natural flowers and foliage is permitted for decoration, and thousands of blossoms are used each year. More than fifty floats—private, commercial, community and civic—this year contended for supremacy.

All of the city departments of Portland had entries and one that elicited special praise was that of the Water Bureau, which showed a boat composed of white blossoms on a base of green foliage, with a floral flag floating from the pole, and masses of blue lupins waving from the top of the little cabin. The beauty and trimness of the design won for it first place in the division of city and county departments.

# Western Conference of Civil Service Assembly Holds First Annual Meeting

THE first annual meeting of the Western Conference of the Civil Service Assembly was held in the library Building on the campus of the University of California, in Berkeley, recently, with W. A. Johnstone, temporary president, as director.

In the absence of President W. W. Campbell of the university, his address of welcome was read by Professor Samuel C. May. John N. Edy, City Manager, representing the City of Berkeley and the City Managers' Group, also extended welcome to the delegates. He declared that the assembly and the group he represented were the two most interested in personnel matters, and he urged that a better analysis and solution of difficulties encountered might be effected if, as a result of such conferences, representatives from each group could meet on a common footing and establish closer contacts.

## Conference Speakers

Captain Duncan Matheson, Inspector of Detectives, San Francisco, delivered an address on "The San Francisco Police Department Before and After Civil Service." Chief Vollmer of the Berkeley Police Department made a few remarks on "Standards of Examinations for Police Officers." An address, "What Regional Conferences Can Accomplish," by Fred Telford, Secretary of the Civil Service Assembly and Director of the Bureau of Public Personnel Administration, was read by C. N. Amsden, Los Angeles City Civil Service Commission. Professor Samuel C. May spoke on "Geographical Isolation, Extreme Individualism, and the University as an Aid to Public Service." Assistant Chief of Police J. Finlinton of Los Angeles spoke on "Interdepartmental Cooperation." W. H. Nanry, Director, San Francisco Bureau of Governmental Research, addressed the conference on "A Basis for Cooperation Between Research Agencies and Civil Service Commissions."

## Officers Elected

The following nominees were presented as the recommendation of the nominating committee, and all were elected by unanimous vote:

President—Paul W. Brown, Los Angeles County Civil Service Commission.

PRIOR to the adoption of the charter in 1900, the San Francisco Police Department was under the control and management of a board of three police commissioners, appointed by the Governor. It was a permanent board, with absolute and autocratic power, and they never failed to exercise that power," said Captain Duncan Matheson at the Western Conference of the Civil Service Assembly in Berkeley. "Appointments to the department," said he, "were from the State and were usually on the recommendation of a politician or a State Senator, or maybe by persons high in the political life in the city and State. Conditions have changed in San Francisco and many new police problems have come into existence. The control of traffic is one of the major problems involving traffic control, theft of automobiles and accidents. All of these problems receive special attention and study with the result, of course, that Police Department officials are usually consulted and their recommendations followed."

Vice-President—C. C. DeWolf, Oakland Civil Service Board.

Secretary-Treasurer—Mrs. Z. M. Tenney, Los Angeles City Civil Service Commission.

The following resolution was unanimously adopted:

"WHEREAS: The University of California, through its president and officers, has extended to the Western Conference of the Civil Service Assembly a courtesy and hospitality above and beyond the call of duty and has thereby aided and increased in a marked degree the benefits received by those in attendance at said conference; and,

"WHEREAS: To the courtesy and hospitality of the University of California has been added the personal hospitality of Professor Samuel C. May; now,

"BE IT RESOLVED: That the thanks of the Western Conference of the Civil Service Assembly are due and are hereby tendered to the University of California and espe-

cially to President W. W. Campbell, Professor Samuel C. May and the officers of the A. S. U. C., and that in addition to this formal expression of our appreciation we do hereby express our personal and individual thanks for favors and benefits received."

Owing to the intellectual and physical facilities offered, the conference voted unanimously to hold the 1930 assembly on the campus of the University of California.

## Captain Matheson's Address

Captain Duncan Matheson's address on "San Francisco Police Department Before and After Civil Service" follows:

"Prior to the adoption of the charter in 1900, the San Francisco Police Department was under the control and management of a board of three police commissioners, appointed by the Governor of the State of California. It was a permanent board, with absolute and autocratic power, and they never failed to exercise that power. Appointments to the department were from the State and were usually on the recommendation of a politician or a State Senator, or maybe by persons high in the political life in the city or State.

"During every session of the Legislature officers were cautioned to walk the straight and narrow way, because vacancies were wanted for political reasons. Promotions in the departments, through all grades, were more or less tainted with politics. This situation, of course, created political activity by those who expected promotion. Conditions in the department under this system grew intolerable and were in a very large measure responsible for the new charter.

"There was no such thing as tenure of office. It was a common practice for an officer to report off duty and be asked to turn in his star and be told that his services were no longer required. There was no appeal from the order, and in many cases he never knew why he was dismissed. Chinatown proved the grave of many sergeants and officers. It was not an unusual thing to dismiss the entire squad, including the sergeant.

"Under this system there was no cooperation or inducement to improve the service. Suggestions from patrolmen were not in order, with

the result that progress was impeded, ambition killed and individual effort discouraged.

"The present charter provides that the Mayor shall appoint a board consisting of four police commissioners, who must be residents of the city for at least five years previous to their appointment, and they shall hold office for four years. The board has the control, management and direction of the department in all its activities. Before a member of the department can be punished for any cause he is entitled to a trial before the board. He has the right to be represented by counsel, to be confronted with witnesses, to subpoena witnesses free of charge in his own defense. The trial must be public. The complaint must be made under oath and must show some violation of law or violation of the rules and regulations of the department, or personal misconduct.

"The charter also provides that all appointments must be made from civil service lists in conformity with the civil service provisions of the charter and the rules and regulations adopted by the Civil Service Commission.

#### Promotional Examination

"Every member of the department is entitled to take a promotional examination. The scope of the examination consists of knowledge of the Penal Code, the ordinances of the city and county, rules and regulations of the Department, military drill, and geographical knowledge of the city, arithmetic, grammar, spelling and penmanship.

"The successful candidates are announced with the posting of the eligible list by the Civil Service Commission. When a vacancy occurs, Number 1 of the eligible list receives the appointment. In some cities three names are certified from the eligible list and the individual who stands politically right will receive the appointment, regardless of whether he is Number 1, 2 or 3. That is not civil service but is political service, pure and simple.

#### Stimulates Ambition

"These competitive examinations serve as an incentive to intensive study on the part of all members of the department who are candidates for promotional examinations. It stimulates ambition and tends to increase the efficiency of the department. The department now prepares all interstate rendition and extradition papers, as well as making returns in all writs of habeas corpus.

"Conditions have changed in San Francisco since the adoption of the charter and many new police prob-

### Welcomed Delegates



JOHN N. EDY  
City Manager, Berkeley

lems have come into existence. The control of traffic is one of the major problems involving traffic control, theft of automobiles and accidents. All of these problems receive special attention and study with the result, of course, that Police Department officials are usually consulted and their recommendations followed.

"Many new problems are on their way, including control of aircraft, and an almost complete and radical change in the transportation of passengers by automobile and motor bus. The surface street railroads will no doubt disappear, and the organization of the Police Department must be flexible enough to meet not only present but the changing conditions.

#### Police Commissioners

"Under the present charter provisions, the Board of Police Commissioners have power to adopt policies regulating control of certain businesses coming within the police power of the city. This control must be progressive and exercised from a proper viewpoint, having in mind the general welfare and growth of the community.

"The present chapter of the charter applicable to the Police Department is now about thirty years old, and the time is at hand when the charter should be entirely rewritten, because we have conditions at present that were not foreseen at the time the charter was adopted, and during the next thirty years it can be anticipated that many other new changes will come into existence."

Roster of delegates and guests registered at the first annual meeting:

Alameda County Civil Service Commission—H. L. Bartlett, secretary and chief examiner; E. J. Gray,

examiner; Mrs. Marion White, examiner.

California State Civil Service Commission—W. A. Johnstone, president; Nova J. Beal, chief examiner; Phoebe M. Curry, examiner; H. J. McFarland, examiner; Lodema Shurtleff, secretary; H. J. Whitlock, examiner.

Long Beach Civil Service Commission—A. C. Price, secretary and chief examiner.

#### Los Angeles Commission

Los Angeles City Civil Service Commission—C. N. Amsden, general manager; B. H. Fairbrother, examiner; G. G. Gravatt, secretary; C. L. Morris, medical examiner; R. B. Park, chief examiner; David H. Ray, examiner; Miss Mattie H. Scherer, director of service records; L. P. Smeltzer, examiner; Miss S. May Smith, executive secretary to general manager; Mrs. Zelma M. Tenney, examiner; C. S. Walbridge, director of classification; H. W. Webber, examiner; Mrs. Grace Whiteford, chief clerk.

Los Angeles County Civil Service Commission—Paul W. Brown, senior efficiency investigator; Mrs. Paul W. Brown, senior clerk; George E. Brown, examiner; B. A. Davis, examiner; Miss Lulu Von der Ahe, chief clerk; H. P. Petrie, senior clerk.

Oakland Civil Service Board—Chas. C. De Wolf, secretary and chief examiner; Miss Artise Howkins, counter clerk; Miss Aldyth McClintock, examiner.

Salt Lake City Civil Service Commission—J. H. Rayburn, commissioner.

San Diego City Civil Service Commission—Mrs. Rosina Moran, secretary and chief examiner.

San Francisco City and County Civil Service Commission—John F. Davis, commissioner; Earle A. Walcott, commissioner; George J. Hoffman, assistant examiner; J. J. Maher, chief examiner; L. S. Smith, assistant secretary; L. A. Landreville, assistant examiner.

Seattle City Civil Service Commission—A. H. Groust, chief examiner.

United States Civil Service Commission—W. A. Inman, examiner, Honolulu; C. L. Snyder, district secretary, San Francisco; C. W. Paine, district secretary, Seattle.

#### All Other Jurisdictions

Berkeley Police Department—August Vollmer, chief; J. A. Greening, captain; William A. Wiltberger, sergeant.

Bureau of Occupation—Miss C. H. Christie.

City Managers' Association—John N. Edy, Berkeley City Manager; H. J. Jamison, secretary; J. O. Wanner, Pacific Grove City Manager; Edward A. Bertram.

Engineering Societies Employment—N. D. Cook, personnel manager.

Los Angeles Police Department—J. Finlison, assistant chief of police.

Los Angeles Water and Power Department—Prof. C. A. Dykstra, University of California, personnel director.

Oakland Engineering Department—Raymond R. Ribal.

San Francisco Bureau of Govern-

mental Research—Wm. H. Narry, director; W. L. Henderson, staff member.

San Francisco Police Department—Duncan Matheson, inspector of detectives.

State Department of Institutions—F. O. Butler, superintendent, Sonoma Home; H. W. Levers, chief accountant, department of agriculture; Earl W. Chapman, accountant, department of finance; Howard M. Jay, supervisor of industries and uses; Mrs. Howard M. Jay; Mrs. Ida K. Moisan, secretary, Patton Hospital; J. J. Sassenrath, secretary, Sonoma Home.

State Department of Public

Health—W. H. Kellogg, chief of laboratories; Mrs. Ida May Stevens, assistant epidemiologist; Miss A. M. Tridell, clerk.

State Department of Social Welfare—Mrs. Mellie Ford, auditor.

University of California at Berkeley—Prof. Samuel C. May; Prof. G. M. Ruch; C. A. Gulick, junior assistant professor of economics; H. P. Bates, librarian; Miss Susan Smith, librarian; Colonel S. E. Smiley, Clifford W. Wade, Paul G. Wise, E. C. Benquist, L. B. Borilla, Theodore Bowie, Maybelle Fischer, Madeline Lackman, Howard A. Mackenzie, Wayne McCorkle, R. B. West.

## Ten Years of Administration of Los Angeles' Fire Department Chief

JULY 18, 1929, marked the completion of a decade of service of Ralph J. Scott as Chief Engineer of the Los Angeles Fire Department. This length of service is unique, as it exceeds in time that of any chief officer who preceded him, beginning with the organization of the volunteer department in 1876.

Ralph J. Scott is now 46 years old, and since his majority all his time, thought and effort have been devoted to the promotion of the interests of the Los Angeles Fire Department in relation to the service of the citizens of Los Angeles. His total length of service in the department is twenty-four years. He is a fireman first, last and all the time. Developments have shown that former Mayor Meredith P. Snyder made no mistake in appointing him to the position of head of the department.

Innovations are adopted with caution by conservative fire departments. The prime requirement of any apparatus or equipment is that it must function dependably on every occasion. The risk of disaster in attempting to employ untried and unproven equipment is too great to warrant its premature adoption.

### Steam Fire Engine Days

Ten years ago, the steam fire engine was developed to a high degree of efficiency, while the motor-propelled and motor-pumping engine was still in the experimental stage in the Los Angeles Department. Chief Scott, realizing that the day of the steam fire engine was past, promptly began working for the complete elimination of this type, and its replacement with

motor-driven apparatus, which change was entirely consummated in less than two years after his appointment in office.

In July, 1919, the department comprised but 726 men. There were then fifty-seven pieces of fire-fighting apparatus in service, including steamers, motor-pumping engines, chemical apparatus and trucks. Forty-four companies comprised the entire department, consisting of thirty-three engine companies, two hose wagons, seven ladder trucks, water tower and one small fire boat. Ten years, under the direction of Chief Scott, have seen the department increase in personnel and fire-fighting equipment until now there

are in service 213 pieces of fire-fighting apparatus and ninety-six passenger cars. There are seventy-one engine companies in the department, twenty truck companies, four foamite wagons, eight salvage wagons, two rescue companies, three fire boats, three mountain patrol stations and twenty-one volunteer companies. There are now 1646 employees.

### Personnel Has Doubled

The personnel of the Bureau of Fire Prevention has doubled in the last ten years, and the activities of the Bureau have increased enormously. In 1919, records show that a total of 175,476 inspections were made, while 1928 shows a total of 313,126 inspections, with a correction of 18,658 violations of ordinance, entailing the service of 21,148 official notices. There are at the present time forty-two members of the Fire Department assigned to fire prevention work.

The Bureau of Arson Investigation is a new branch of the Fire Department service, conceived and organized by Chief Scott. Six members of the department, under the command of a captain, are assigned to this work exclusively. These members investigate all fires where substantial loss is sustained, and all fires of a suspicious nature. Arson fires have been held down to a minimum on account of the active investigations and prosecutions made by this bureau. It is well known that a conviction for the crime of arson is a most difficult thing to obtain, even though the evidence, to a layman, is quite convincing. But even if a small percentage of actual convictions is secured, active prosecution of arson



R. J. SCOTT  
Chief Engineer, Los Angeles, Calif.  
Fire Department



*New Drill Tower of the Los Angeles Fire Department. Constructed of steel and concrete throughout, with a 12-foot brick wall surrounding the tower, making it practicable to use water at drills without danger or annoyance to passersby.*

cases brings about a state of fear and uncertainty in the fire bug fraternity, and many of these gentry have been driven out of the city—fear and discouragement have been brought to many others.

#### Bureau of Public Relations

The Bureau of Public Relations is also a newly organized subdivision of the Los Angeles Department. Five members, under the command of a captain, are assigned to this work. Their duties are the education of the public with regard to the common fire risks which may be eliminated, and for the promotion of a better contact between the citizens of the city and the department. Through the activities of this bureau, augmented at times in personnel as occasion required, practically every house in the city has been visited during the last two years, and information furnished as to the location of nearest fire alarm box and by telephone, and much other information given which was timely and desirable.

Rescue work in the department has been developed within the period of time covered by this article. Two regularly organized and equipped rescue companies are now in service in the city, with rescue apparatus and trained men available for service in any part of the city. The service has been gradually built up as the public became better acquainted with the life-saving facilities which the department was able to furnish, until at the present time there are approximately thirty persons each year who can testify that their lives were saved through the efforts of the firemen; they having

**T**HE Los Angeles Fire Department Drill Tower, shown in this article, is located in the older portion of the city, Avenue Nineteen and Pasadena Avenue. It was placed in service July 1, last, and replaced the old drill tower that had become unsafe from age, being of frame construction and exposed to the elements. The new tower was constructed at an expense of approximately \$30,000, and contains many modern features. Some of those include: Drafting tank, used for the drilling of engineers of pumping engines; a smoke room, equipped with electric fan to make quick change of air practicable; a public address system, with annunciator on all floors, which enables the drill master to keep in close contact with all men who may be in the tower.

been brought back to life after apparent death from drowning, gas asphyxiation, pneumonia, poisoning, etc. Many babies, still-born, have been brought back to life by the aid of firemen with their respiratory and resuscitation apparatus.

The department now has salvage companies, eight in number, operated by firemen specially trained in this branch of the service. The establishment of these companies followed the conclusion of Chief Scott that the matter of protecting household goods

and commercial wares and merchandise from damage by water, was distinctly a duty of the fire department, equal to that of the actual extinguishment of fire or the prevention of fire. His judgment has been amply justified. Salvage work undoubtedly will remain an integral part of the service. Other cities have followed the lead of Los Angeles, which city was a pioneer in this service. The salvage wagons, stationed at strategic points throughout the city, carry a quantity of waterproof covers. Responding to an alarm of fire, these companies are charged with the duty of covering valuable personal property to protect it during the work of fire extinguishment. This service has been the means of reducing substantially the aggregate of water damage, formerly so important a factor in computing fire losses. Material reductions in insurance premiums in the mercantile districts have been made as a result of the operation of these salvage companies.

#### Los Angeles Harbor

The commercial importance of Los Angeles Harbor, and the tremendous growth of shipping interests, brought forcibly to the chief the necessity of additional fire protection for the harbor district. The hazard created by the sudden expansion of the oil industry, added to that of the lumber industry, which reached a high point during the last ten years, demanded the addition of fire-fighting facilities which would be adequate properly to cover the risks involved. The first effort of the chief along these lines resulted in the addition of two engine companies. The second, the addition of three engine companies and one truck company, this being made possible by the bond issue of 1922, when the sum of \$2,500,000 was made available by vote of the people for fire department expansion. The third effort resulted in the addition of Fire Boat No. 2, a magnificent piece of fire-fighting apparatus, capable of delivering 20,000 gallons of water per minute, and representing an expenditure, including the building of slip and quarters, approximately \$400,000. This was made possible by the bond issue of 1924, which issue contemplated the building of a fire boat only. Fire Boat No. 3 was completed in 1927. This is a smaller boat, but very fast and easily handled. In efficiency, it is comparable to the ordinary land company. The fire-fighting strength of the harbor district has approximately quadrupled in the past ten years.

#### Fire College Inaugurated

Starting in January, 1925, the Los Angeles Fire College was inaugurated. It has been, since its inception, the outstanding institution of its kind in

SINCE its inception in January, 1925, the Fire College of the Los Angeles Fire Department has been the outstanding institution of its kind in the United States. Every member of the department has received competent instructions and had the benefit of the best that could be found in fire-fighting experience and conclusions arrived at by the foremost authorities in the profession. The result is that the Los Angeles Fire Department has a personnel better equipped with knowledge and training than any other department of fire in the country, barring none. All members have been required to attend the Fire College on their own time. One chief officer, two captains, one fireman and one stenographer devote their entire attention to the Fire College work.

the United States. Every member of the department has received competent instructions and had the benefit of the best that could be found in fire-fighting experience and conclusions arrived at by the foremost authorities in the profession. A great amount of effort has been put forth to make the fire college worth while, an asset to the Fire Department and a benefit to the taxpayers of the city. The result is that the Los Angeles Fire Department has a personnel better equipped with knowledge and training than any other department of fire in the country, barring none. The fire college has attracted the attention of other departments all over the nation. Many representatives of other cities have attended the courses as presented, and the department has testimonials speaking in the highest terms of praise of the value of the education received by these visitors. The schooling of such an army of men as the department rolls comprise is a huge task. All members have been required to attend the fire college on their own time. One chief officer, two captains, one fireman and one stenographer devote their entire attention to the fire college work.

#### Extinguishing Agent

A type of extinguishing agent, known by the chemical symbol of  $\text{CO}_2$  apparatus, making use of carbon dioxide gas under very high pressure, is the very latest development in the local department. One piece of apparatus carrying  $\text{CO}_2$  cylinders exclusively is on duty at the present time.  $\text{CO}_2$  hand extinguishers are in service

on every engine of the department. This type of extinguisher has been found to be most efficient for the handling of certain types of fires. The contents of one of these extinguishers may be discharged upon any sort of an article or the finest of machinery without damage resulting, for evaporation is complete and not the slightest trace of anything remains as residue. For fires in confined spaces, its effect is almost instantaneous, as the gas does not support combustion, and in addition the sudden expansion

patrol established in the district. At the present time, ten members of the department, under the command of a captain, are in charge of this work. During the summer months, gangs of laborers are at work cleaning fire breaks and roadsides, and clearing additional breaks as needed. Three regular patrol stations are maintained, which are equipped with brush fire-fighting equipment of every kind. The privilege of burning in this area is closely restricted. Due to the great extent of the mountainous district of



UPPER: New home of Engine Company No. 67, Los Angeles Fire Department, opened May 1, 1929. LOWER: On July 1, last, this beautiful new home of Engine Company No. 61, Truck Company No. 19, was opened in Los Angeles.

when released from the cylinders produces a decided refrigerating effect. Its use is also indicated in dealing with electrical fires, and where valuable goods or machinery are threatened.

The Mountain Patrol Division is a comparatively recent development which occurred within Chief Scott's regime. The last ten years has witnessed great building development in the mountainous areas of the city. Hence, fire breaks have been constructed and maintained, and a vigilant

the city, this supervision represents a tremendous task.

During the years 1923-1924, the entire fire alarm system of the city was reconstructed and modernized. The headquarters of the system were moved from a most hazardous location in the old city hall to a new and safe building located in Westlake Park. All leased wires and conduits were abandoned. The city now owns its fire alarm system, and it is regarded as a model system which has excited the

interest and admiration of many other cities. One million dollars, in round figures, was expended for this improvement, from the bond issue of 1922. Although the fire alarm system is not under the direction of the fire department, the department naturally has an acute interest in its proper functioning, and the replacement of the old and obsolete system, which was used as a makeshift before the new installation, was, therefore, a matter of vital importance to the fire service.

#### New Fire Houses

The new buildings of the department have been a source of gratification to those who take pride in civic accomplishments. Every structure built in the fire department during the last ten years has been built with the idea of permanency, and while not ornate in character, it is harmonious to its surroundings. This plan of building has proven particularly advantageous in the residence districts, where fire houses must sometimes be placed. They are a credit to the fire department and to the construction department under Superintendent Charles O. Brittain, who prepared the plans and supervised the work. The most important structure built during the period covered by this article is Engine 3, the headquarters building at 217 South Hill Street. This building houses three fire-fighting companies, the administrative office, Bureau of Fire Prevention, Public Relations, Fire College and other smaller subdivisions. A new drill tower has been erected, replacing an old structure which was condemned as unsafe, and the new tower is modern in every respect and built to last many years.

The personnel of the Los Angeles Fire Department maintain a high standard of loyalty, attention to duty and assumption of responsibilities. Long association with Chief Scott has taught them that if they do their part to the best of their ability they can count upon his support and fair dealing. Salaries have been raised to meet the rising costs of living. Working conditions have substantially improved, and the past decade has seen substantial improvements and stabilizing features incorporated in the pension law. Men of the department realize that the positions they hold are permanent and desirable, and as a consequence there are few separations from the service. Department athletics has been instituted and placed upon a sound footing. The department supports two musical organizations, band and orchestra, at its own expense.

#### Department Problems

The use of quantities of highly volatile products in the industries, the

growth in popularity of electrical devices in the home, the almost universal installation of automatic heaters and similar apparatus, the increasing demand for gasoline with its attendant hazards of delivery, handling and use, all provide a continual problem for the fire department. Stringent regulation and constant inspection have helped to control the hazards, but carelessness due to the human element causes many fires. During 1919 there were 3241 alarms of fire, and in 1928 there were 10,044. A large proportion of these alarms is directly traceable to carelessness. Modern electrical devices and other apparatus as used in this city are safe enough if used with judgment. It is only in the hands of the careless or ignorant that the danger lies.

All the recent developments in this department did not come by simply wishing for them or deciding upon their necessity. Every department head in the city government has been insistent upon appropriations for the improvement of the several departments. Therefore, every addition called for justification before the city council to secure funds necessary to

proceed. Chief Scott is a man who does not recognize defeat. If one plan proves unproductive he will evolve another. Thus far he has met with conspicuous success in his campaigns.

Prior to the stewardship of Ralph J. Scott, the Los Angeles Fire Department was an agency for the extinguishment of fires, and laid but little stress on other functions associated with the preservation of the public safety. The last ten years have witnessed a decided broadening of the scope of the department. It protects from fire by having removed that which is liable to cause fire; it has not overlooked the importance of fire extinguishment; but on the contrary is nearly trebled in fire-fighting strength; it has promoted a cordial and helpful relation with the public, hence its enemies are few and its friends numbered by thousands; it has prosecuted the fire-bug and made this city an unhealthy place for his operations; it has educated and trained its members; all of which has made the Fire Department Service a desirable place of employment, and a distinct asset to the citizenry of this city.

### SOUTHERN CALIFORNIA ASSOCIATION OF CLERKS, AUDITORS, ASSESSORS AND TREASURERS

Ventura, August 17, 1929

By RUTH E. MEILANDT, *Secretary-Treasurer*

Lock all your troubles in your old oak desk on August 17, 1929, round up your deputies, assistants, wives, children, etc., and turn your faces toward Ventura. If it is warm in your town, it will be cool here, and if it is cool in your town it will be warm here—we strive to please!

We are making plans to entertain you with a

#### REAL SPANISH BARBECUE

There will be the best of food prepared by Ventura's ablest chefs, Spanish music, Spanish dancing and a grand time will be had in our little Spanish town—and—sh! the City of Ventura is paying the bill.

After the barbecue, our business session will be held in the Foster Park Memorial Bowl, a unique structure among gigantic oak trees and under the blue skies. This is the last meeting of our association before the League Convention, and we are particularly fortunate in securing as our speaker for the day, William J. Locke, Executive Secretary of the League of California Municipalities, who will deliver an address on "The League of California Municipalities and Its Future."

We will be waiting for all of you at the City Hall, at 651 East Main Street between Chestnut and Fir streets at 11:30 o'clock a. m. From there we will take you to Seaside Park where the barbecue will be held. Try and be here on time—but if you should happen to have a flat tire or something, there will be someone here to properly direct you.

Please don't disappoint us for we are expecting and planning on a large attendance!

Send your reservations immediately to:

RUTH E. MEILANDT, City Clerk.  
Ventura, California.

# Municipal Debts and the Debt Situation in Oregon

By JAMES H. GILBERT

*Economics Department, University of Oregon*

NO FACT in American financial history has been more striking or called for more comment than the marked increase in municipal debts during the last fifty or seventy-five years. The upward trend so manifest in the years following the Civil War has gained added momentum since the rise in prices occasioned by the great World War. It is a significant fact that the total debt of all cities in the United States did not, in 1860, exceed \$51,000,000. In 1928 Oregon municipalities alone owed \$74,000,000, or nearly 50 per cent more than the total debt of all American cities in the period just preceding the Civil War.

It is pertinent to inquire at this point what underlying causes have been responsible for mounting municipal debts and to look at these factors in the light of the Oregon situation. Perhaps the most fundamental of all causes has been the steady growth of American cities. So rapid has been the trend of population toward urban areas that the census of 1920 revealed the fact that the United States, still a new country, had more than one-half of its entire population living in cities. This concentration and congestion has called for an expansion of functions which in turn have overtaken the current sources of revenue and supplied an invitation to borrowing. Cities confident of future growth and increasing ability to pay have converted future income, real or imaginary, into present means of payment, and the Fulop ten-payment plan has been growing in popularity in public as well as private finance.

## Cityward Movement

Oregon has not escaped this general trend of population toward the cities. The cityward movement of population has been accentuated during the past eight years by the prevailing depression in agriculture and the fact that our chief industry, lumber manufacture, finds its habitat in or around the cities. A big sawmill either seeks a big city or creates its own. With its vast undeveloped resources of soil, Oregon has less than one half of its population living in rural homes and the



DEAN JAMES H. GILBERT  
*Economics Department, University of Oregon*

**EDITOR'S NOTE**—Municipal Debts and the Debt Situation in Oregon, by Dean James H. Gilbert of the Economics Department of the University of Oregon, and appearing on this page, is the first of a series of interesting papers presented at the recent Municipal Finance conference at the University of Oregon, in cooperation with the League of Oregon Cities. Next month Pacific Municipalities will offer its readers Financial Aspects of Municipally Owned Utilities, by C. A. McClain, Superintendent-Secretary of the Eugene, Oregon, Water Board.

metropolis alone represents one-third of the state's population.

A second factor responsible for the growth of city debts was the rise in prices following 1916. Everywhere tax levying authorities found it difficult to adapt the annual levy to the declining purchasing power of the dollar. In Oregon these diffi-

culties were increased by the fact that the initial rise in war-time prices happened to coincide with the six per cent limitation on the power of local governments to raise revenue. The extreme levy possible under the constitution was insufficient to meet the fiscal needs of the cities measured in terms of a depreciating dollar. There were two avenues of escape. Either special tax levies had to be voted in excess of the six per cent limitation, or a bond issue authorized by popular sanction. The latter alternative proved to be popular in too many instances. It called for no immediate increase in the tax rate and promised to ease the burden by spreading it over a longer period of time.

## Borrowing Power

The trend toward increasing use of the borrowing power was helped on, also, by the voracity with which the investment market absorbed new issues of municipals. City bonds, always a substantial form of investment, were made more attractive by the exemption accorded for constitutional reasons by the federal income tax. The recent stock exchange situation, with its alluring opportunities for big gains through speculative buying of stocks, has caused the market to turn from bonds, and municipalities have been compelled to advance the rates of interest or consent to the sale of bonds at discouraging discounts. The changed financial and investment situation may supply to some extent an automatic check on the issue of municipal bonds since the public will be more reluctant to approve issues at rates that may seem extravagant.

## Real Booster Spirit

Another factor in the augmentation of city debts has been the booster spirit in our cities. Chambers of commerce, improvement clubs, realty associations, realtors and property owners have been affected with a mania for city growth. Mere largeness itself is an end to be sought with avidity. To attract and hold increasing numbers, the city must have elegant and impressive public buildings, parks, boulevards,

ornamental bridges and a full quota of paved streets. These things create an impression of solidity and certain growth, and this form of "window dressing" has usually met with enthusiastic support. Realty owners expecting enhanced values as a consequence of increasing population have often been doomed to disappointment for accumulating debts and increasing tax levies have cut so deeply into incomes that the rise in the value of real estate has been arrested in spite of the city's growth.

We come now to the most valid of all reasons for increase in city debts, namely, the issue of bonds to finance municipally owned utilities. In spite of the increased propaganda about which we have heard so much in recent months in spite of the pollution of the press and the corruption of college professors and tinkering with text books to convince the public of the menace of municipal ownership and the sure connection between prosperity and private ownership, the extension of public ownership, especially in the field of water and electric utilities, has made steady progress. This is shown in an unmistakable way by the increasing percentage of city debts issued to buy, build, or create municipal utilities. In 1880 city loans for productive purposes represented less than one quarter of the total. The same class of bonds now approach one-third of the total debt.

#### Pure Water Supply

In Oregon the presence of an abundant and pure supply of water easily appropriated, transmitted, and requiring little in the way of filtration or treatment, has invited to municipal ownership. Accessible power sites which can be utilized with the minimum of engineering difficulties and at moderate cost per horsepower have invited to municipal ownership, and these circumstances have contributed to a fair degree of financial success. A high degree of civic morality and an electorate of superior intelligence have also helped out in securing able management. Municipal ownership, essentially sound in economic principle, has frequently failed because of adverse political conditions, lack of alertness in detecting and rebuking wasteful or corrupt conduct on the part of public officials.

If publicly owned utilities are managed in such a manner as to pay their way, maintenance, operating expense and fixed charges it is obvious that debts incurred to finance them are not in any sense a burden on the taxpayer. Bonds are issued



J. L. FRANZEN  
*Executive Secretary, League of  
Oregon Cities*

#### LEAGUE'S CONVENTION

**P**LANs for the annual convention of the League of Oregon Cities are well under way.

The Date—October 25, 1929.  
The Place—State Capitol Building, Salem, Oregon.

Sessions—Day and evening.  
The following is the tentative program of subjects to be discussed:

- Report of Secretary.
- Report of Executive and Legislative Committees.
- Taxation of Municipal Property.
- Sewer Design and Construction.
- Uniform Municipal Accounting.
- Health.
- Police—Crime Prevention.
- Fire—Fire Prevention.
- The Benefit of Municipal Leagues—William J. Locke, Executive Secretary, League of California Municipalities.
- Uniform Ordinances.
- Code Legislation—Building, Plumbing, Electric.

#### BUSINESS MEETING

Change of Constitution.  
Election of Officers.

against valuable and paying properties and the net earnings take care of interest, in some cases providing sinking funds for the extinction of debts and reserves for the extension of plants.

The increase in city debts for reasons mentioned before has led in most of our states to statutory limitations on the power of municipalities to borrow. The limit is commonly fixed at a certain percentage of assessed values and have usually been as effective in preventing the increase of municipal debts as Dame Partington's famous broom in keeping back the onrushing tide. This is especially true of Oregon, where statewide limitations of city debts did not appear until 1929. Although previous laws had imposed a limit on the borrowing power of counties, where the power is lawfully exercised mainly for construction of permanent highways, and in the case of school districts where bonds are issued mainly for building purposes, the first statutory limitation on city debts was introduced by the legislature of 1929. Where no lower limit is imposed by municipal charters, Oregon cities are prohibited from borrowing in excess of ten per cent of assessed valuations. This limitation, however, does not apply to debts created for financing public ownership of water, gas, electric lighting or other productive utilities, nor does it apply to bonds issued against deferred assessments or to pre-existing debts. The regulation merely means that cities cannot borrow against tax revenues more than ten per cent of assessed values unless they have already done so.

#### \$74,000,000 Debt

The last report of our state treasurer shows that Oregon municipalities owe a net debt of \$74,000,000. Since 1926, when the first report was rendered to the treasury, the increase in some cities has been marked, but in others considerable reductions have been made so that the net increase in debt has been made in the two-year period, 42 of one per cent. In the treasurer's report city debts are stated in terms of percentage of assessed values. This form of statement is not especially significant when we remember that assessments represent such widely varying proportions of true cash value. The figure given for what it is worth shows that the net debt of Oregon cities represents 14.1 per cent of assessments in urban areas. The percentage for individual cities exhibits a wide range, running all the way from 71 per cent for Prineville and 61 per cent for Warrenton down to no debt at all for smaller towns. At least six of our Oregon cities have a debt which exceeds or approximates 50 per cent of property valuations.

Furthermore, this method of statement does not indicate the full burden imposed on city property owners by public debts. It fails to take account of the fact that other political units with the same sources of revenue to rely upon have likewise exercised the borrowing power and piled one layer of debt on top of another. School districts, for example, have exercised the borrowing power too freely and have even been careless in providing for sinking funds and serial maturities. These school districts, commonly coterminous with municipalities, have plastered a second debt on the same body of taxable property. Likewise cities must share the county debt in the ratio of city assessment to total for the county. In some cases, too, Oregon municipalities are parts of port districts which have borrowed for improving rivers and harbors and a port debt is piled on top of three other obligations in funded form.

#### Extra Debt Burden

The author has calculated the extra debt burden which the overlapping involves for sixteen of the largest cities in Oregon having a municipal debt of \$60,000,000, or

nearly 90 per cent of the total. Adding school and county debts, and in the case of Portland, Astoria, Tillamook and Coos Bay cities, the port debt, the debt of urban areas is raised from \$60,000,000 to \$88,000,000, or from 13.6 per cent to 20 per cent of property valuations.

In two cases this combined debt rises to rather surprising proportions. Prineville, with a 71 per cent municipal debt to begin with, has her total debt raised to 80 per cent by the allocation of school and county obligations besides. In Warrenton, where four layers of debt are reckoned with, the percentage of assessed value is likewise raised to 80 per cent. At least two cities in Oregon are bonded to the extent of four-fifths of assessments.

It will be noted that in this calculation of combined debts the state bonds mainly for highway purposes are neglected. Under the present arrangement these bonds, although theoretically obligations of the entire state and of every locality within it, are taken care of both as to interest and maturities, by reve-

nues from motor licenses and fuel taxes.

#### Bond Earnings

The analysis of city debts would be inadequate if it did not take account of the fact that a considerable share of the city bonds are backed by earnings from publicly owned utilities and involve no burden on tax revenues. It is customary to recognize three classes of city obligations. The first of these are general obligation bonds issued for non-productive purposes and resting entirely on tax revenues as means of payment. The second class is the so-called Bancroft bond, resting on deferred assessments made against real estate to meet the expense of public improvements. In reality the second class does not differ much in the way of ultimate security and source of payment from the first class. Assessments are, after all, a form of real estate tax, and the assessment charge with interest on deferred installments must come out of the income of the real estate owners.

The third class, however, should be rigidly separated from the first

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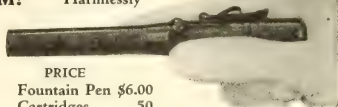
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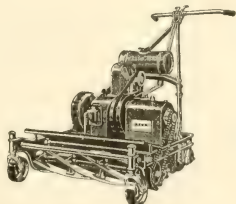
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two in estimating debt burdens. Bonds issued for public utilities which under municipal ownership are paying their way, should not, whatever the legal aspects of the question, be regarded as obligations of the taxpayer.

A careful segregation of utility bonds or bonds for productive ventures shows a total of \$33,500,000 issued for this purpose. Slightly more than 45 per cent of the total city debts probably makes little or no demand on tax revenues. In Portland, out of a total debt of \$39,000,000, \$23,000,000, or nearly two-thirds, is classed as productive. When allowance is made for this consideration the obligation for city debts in all Oregon cities as a class falls to 81 per cent of property valuations.

In conclusion, there are certain principles that should be observed

in the issue and administration of city debts. Borrowing is abundantly justified to finance necessary utilities where economic and political conditions afford a fair degree of assurance of financial success. When proposals are made for creating debts for unproductive, non-revenue-yielding ventures like public buildings, parks, bridges, etc., issues should be made only after careful consideration of tax levies as an alternative. Where the public improvement calls for a large capital outlay, permanent in nature and of pressing importance, and where the necessary tax levy would bring an abrupt and possible burdensome infliction on property owners, the use of anticipatory revenues (i. e., the conversion of future tax levies into present means of payment) may be easily justified. But in larger cities,

if such improvements are arranged in series and not allowed to pile up during a given year, they may be adequately cared for by modest tax levies. By this device the burden is spread over a period of years with the added advantage of substantial savings in the form of interest which bond issues involve.

Where debts are created for non-productive improvements that may be outworn, outgrown, or rendered obsolete, maturities should be arranged and faithfully observed so as to retire the debt within the lifetime of the improvement. Only by observing these simple principles can we avoid the evil of paying for public improvements several times over for the sheer fun of paying. Never put off until tomorrow that which you can pay today should be the underlying principle of city finance.

## MILK INSPECTION IN THE CITY OF OAKLAND

By C. C. YOUNG

*Commissioner of Public Health and Safety*

UNQUESTIONABLY the most important single item of diet is milk. It is the first food to sustain life, frequently the last, and at all times is the only complete food.

You may be glad to know that during my term of office there has been no milk-borne epidemic in the City of Oakland. One of the reasons for the eradication of diseases of this kind has been the fact that each year all of the people operating and employed in Grade A retail dairies were examined physically by Dr. Charles R. Fanncher, Health Officer of the City of Oakland, and under whose general supervision the milk division operates. All of these persons were found to be free from communicable diseases which might be conveyed from milk.

### Milk Inspection Department

Oakland's Milk Inspection Department, which is a division of the Health Department, has supervision over the pasteurization of market milk for the entire East Bay district, since all such plants are located in this city. The output of these plants approaches the tremendous volume of 1,125,000 gallons of milk each month, and gives some idea of a portion of the activities of this branch of the Health Department. Their work of inspection also carries members of the force into the San Joaquin Valley considerably below Merced, and almost uniformly over the territory within a radius of one hundred miles from Oakland.

The average number of dairies supplying milk to this city from the territory is 228. Each of these dairies is regularly inspected by an inspector from this department once every month, and they are scored once every three months. The cost of maintaining this inspection, however, is not taxed upon the property owners of this city, but is borne by the dairymen themselves, and is the price for the admission of their product into our city.

The work of the Dairy Inspector is mostly educational. He advises the dairymen as to the construction of dairy buildings, the selection of equipment, and the proper methods of processing and handling milk. In the event that a dairyman does not meet the required standards, his permit is revoked.

### City Makes High Score

In April of this year Oakland again received a high score in a surprise test conducted by the Bureau of Dairy Control of the State Department of Agriculture. The score in this instance was 95.6 per cent. In conducting the score samples were taken from ten pasteurizing milk plants, fourteen ice-cream plants, seven butter plants, three cheese plants, and were chemically and bacteriologically analyzed in this city's laboratory by standard methods. I. F. Torrey, Market Milk Specialist for the State Department of Agriculture, in his report on this surprise test made

the statement that "it indicates a conscientious effort is being made by the dairy industry and the local Health Department to furnish a safe, high quality product to the consuming public."

## IN THE PUBLIC EYE

Frank E. Bonner, district engineer for the United States Forest Service for the last seven years has been appointed by President Hoover as secretary of the Federal Power Commission at Washington, D. C., succeeding O. C. Merrill, also a former Forest Service officer, who resigned July 1 to become head of the world power conference.

Bonner received his civil engineering training at the University of Montana, and has been connected with the Forest Service for twenty years, working in an engineering capacity in Montana, Washington, D. C., at the Forest Products Laboratory, Madison, Wis., and in California.

On the recommendation of District Forester Show, approved by Chief Forester Major R. Y. Stuart, the Secretary of Agriculture has appointed Edwin W. Kramer, hydroelectric engineer of the California District, as district engineer to succeed Bonner.

The Bureau of Plant Industry, United States Department of Agriculture, announces the following changes in personnel in California:

Dr. E. P. Meinecke, for twenty years in charge of the San Francisco branch office of forest pathology, has

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*Private Wires to Principal Cities*

been promoted to the position of principal pathologist of the bureau and placed in charge of research planning work throughout the United States. Dr. Meinecke recently completed an extensive tour of Europe for the Department of Agriculture to investigate plant and tree diseases that would prove destructive to American forest species should they gain entrance into this country. Dr. Meinecke will maintain headquarters in San Francisco.

Willis W. Wagner, a graduate of Stanford and California Universities, who has had more than ten years of experience in plant pathology and forestry in California under Dr. Meinecke, has been promoted to succeed his chief and will assume charge of the San Francisco office of forest pathology.

**E. A. ROLISON**, with municipal engineering offices in the Mills Building, San Francisco, has been appointed City Manager of Redwood City, California. The position is not a new one to Mr. Rolison. He has had some twelve or thirteen years' experience in municipal work in addition to

licly owned utilities and other departments during the time he was City Manager of that city.

In the City of Santa Barbara, where Mr. Rolison served as City Manager, eight of the city departments were under his direct supervision, including the municipal water system, engineering department, street department, health department, legal department, purchasing department and building inspection department.

Two years ago Mr. Rolison established his San Francisco offices. During that time his work was confined largely to efficiency work in connection with municipally owned utilities and other governmental expenditures. At different times he has been employed by various cities to prepare inventories and appraisals and appear in their behalf before the State Railroad Commission to establish values of privately owned utilities and also to obtain rate reductions. Some of the cities he recently represented in such proceedings were Stockton, Santa Cruz, Burlingame, San Mateo, San Leandro, Hayward, Oroville and Fairfield, California.

E. W. Bathurst, M. D., Health Officer, Etna, California.—Herewith find photograph as requested. I am 75 years young and have practiced medicine in Siskiyou County since 1877. I am Health Officer of Etna, in Scott Valley, the prettiest valley in the north-

ern part of California. The latch-string is always out for PACIFIC MUNICIPALITIES, which we find very helpful.

### OFFICIAL TRANSFERRED

Charles E. Eveleth, who since 1927 has been a Vice-President of the General Electric Company associated with C. C. Chesney and W. R. Burrows in the management of the manufacturing department of the company, has been transferred to the engineering department, and as Vice-President will be associated with E. W. Allen in the direction of that department's affairs.

This announcement was made by President Gerard Swope, who explained the change was made "because of the increase in the work of the engineering department due to the rapid growth in the volume and in the complexity of the company's business."

Mr. Eveleth will give special attention to the problems of the designing departments and works laboratories. Mr. Allen will direct his attention to the work of commercial engineering, the contract service and district engineering departments.

Mr. Eveleth has been in the employ of the General Electric Company since 1899. In September, 1922, he was named assistant manager of the Schenectady works, and on January 1, 1923, was appointed works manager, a position he held until elevated to the Vice-Presidency four years later.

## CENTRALIA, WASHINGTON, CONSTRUCTING MILLION-DOLLAR POWER PLANT

By W. J. ROBERTS

*Chief Engineer, Centralia Power Project*



**E. A. ROLISON**  
*City Manager, Redwood City,  
California*

approximately eight years' experience in general engineering practice.

Mr. Rolison has spent nine years in the City Manager profession in California. He has had extensive experience in city budgeting and accounting, having installed the budget system for the City of Redding, as well as the accounting system for Redding's pub-

**T**HE City of Centralia, Washington, has begun the construction of a million-dollar power plant.

For more than thirty years the city has owned its own distribution system for power and light. For the year 1928 the gross revenue was \$145,000. On February 25, last, the voters authorized a bond issue of \$650,000 which, together with the cash assets on hand and accumulating during the construction of the plant, will amount to approximately \$1,000,000.

The principal features of this municipal project, which is intended to develop about 11,000 horsepower, are:

The source of supply is the Nisqually river, the same stream that supplies Tacoma, Washington's satisfactory power plant at La Grande, although the drainage area for the Centralia plant is about 230 square miles in excess of that tributary to the Tacoma plant, fifteen miles upstream.

The diversion of the water will be by means of a low, timber-crib, rock-filled dam, raising the water about seven feet, from which it will be diverted through a canal nine miles long, with a carrying capacity of 600 c. f. s. The head on the turbines will be 208 feet. A penstock, 500 feet long, will connect the forebay with the wheels. The transmission line will be about twenty-five miles long. A substantial power house and sub-station are included in the project.

Elza T. Fisher, formerly of Los Banos, California, is the contractor for the construction of the canal, dam and accessories. He has made rapid progress in his part of the work. He is using Northwest gasoline dragline shovels for excavation.

It is expected that the project will be completed within the next twelve months.

September 30

*Last Day for Low Fares East*

You can still go East at low cost. Low summer roundtrip fares are good for return until October 31.

With Southern Pacific's choice of Four Great Routes you can go one way, return another, linking the cities you want to visit and the natural wonders you want to see, in a single economical journey.

For example: East over the direct OVERLAND ROUTE, GOLDEN STATE ROUTE or SUNSET ROUTE, thru New Orleans, and return over Northern lines and the scenic SHASTA ROUTE.

The nearest Southern Pacific agent will quote fares.

**"Overland Limited"***58 hours—San Francisco to Chicago*

The "Overland Limited" is faster than any train on any other route, San Francisco to Chicago, by more than 10 hours. It is the West's premier train.

From club-car to observation this transcontinental aristocrat carries the finest equipment obtainable. It is an All-Pullman train, of course.

Also over the OVERLAND ROUTE: the "San Francisco Limited" (another fast All-Pullman train, *at no extra fare*), "Pacific Limited" and "Gold Coast".

**And on the Pacific Coast**

Convenient schedules—overnight Pullmans bring the favorite cities and resorts of the whole Pacific Coast as close as tomorrow morning.

*North:* 5 trains daily over the scenic SHASTA ROUTE. Their leader, the "Cascade", drives it's smooth way between San Francisco and Portland in 22 hours. (The Redwood Empire tour, by train or motor-coach can be part of your trip over SHASTA ROUTE).

*South:* 9 splendid trains daily between Los Angeles and San Francisco. Four over-night train-hotels are the "Owl," "Lark," "Padre" and "Sunset Limited."

Pacific Coast vacation fares will be on sale until September 30—16-day return limit.



## Color-Bearers of the Four Great Routes

The fast "Overland Limited", "Sunset Limited", "Golden State Limited" and "Cascade" are trains famous the world over. Their every refinement of travel comfort makes them always the choice of travelers of discrimination. Soft chimes that note approaching dinner, charming Chinese maids on the "Overland", typify the definite personality of these Southern Pacific pacemakers.

## Southern Pacific Four Great Routes

F. S. MCGINNIS  
Passenger Traffic Manager  
San Francisco



# Station UNL

*"Dad" Mason broadcasting*

## GATHERING INFORMATION

AS WILL ROGERS might say: All that I know is what I pick up hither and yon and making contact with public officials. Took a trip to Santa Rosa and back a few days ago and made fraternal calls en route. Renewed some old acquaintances and made some new ones. Stopped at Sausalito, Larkspur, Ross, San Anselmo, San Rafael, Petaluma, Sebastopol and Santa Rosa. All nice towns and going ahead. As I said, I picked up some information.

\* \* \*

## Coöperation Among Cities

For instance: In Marin County there has just been organized the Marin County Association of Fire Departments. The incorporated cities have banded themselves together and have united their several fire departments so that they can function as a unit. Thus, if one town's apparatus is called out an adjoining town stands by to cover in. In case of threatened brush or timber fire, such as recently destroyed a large part of Mill Valley, the entire association can function under one directing head. It should be obvious that this organization is destined to serve a very useful purpose and it may be that other towns may be so situated that similar associations may be formed. I am a firm advocate of coöperation and the application of this principle to municipalities.

\* \* \*

## Joint Exercise of Powers

That Statute of 1921, providing for the joint exercise of powers by municipalities, was written to promote coöperation. It might be advantageously applied to powers other than that of fire protection. For instance: A number of small towns might unite and employ a City Manager, which any one of them could not afford to do alone. A City Manager recently remarked to me:

"I could very well attend to the needs of — and — (naming the places) and not neglect my own city."

This suggestion has been made before, and no reason thus far has been

made as to its practicability. Some of these days it will be given a trial.

\* \* \*

## Need for Research

In traveling around one always is called upon to answer questions, some of them hard to answer. Here is one that was fired at the Magazine man the other day:

"Tell me how I can feed acid into the sewage of canneries so as to neutralize the alkali and not kill the bacteria?"

Now, I do not know whether that question can be answered satisfactorily or not. It is to be able to answer questions like that the state has made an appropriation for research into the whole sewage disposal problem. To answer it at all one would have to know the degree of alkalinity of the cannery waste in order to determine the amount of the acid to be used. Moreover, the use of any acid might be fatal to the bacteria. This can be determined only by considerable experimentation.

\* \* \*

## Extensive Research

There are a lot of problems connected with municipal government that can be solved only by extensive research and reference to published authorities. This necessitates the accumulation of publications, their cataloging and indexing, and this is the function of a municipal reference library. The City of Los Angeles recently has established such an institution and doubtless its facilities can be made use of by those who may seek its aid. At the League and the Magazine offices quantities of useful information are being accumulated, which are at the disposal of city and county. This subject might be brought to the attention of the convention and if deemed to be of sufficient importance, steps might be taken to establish a reference system, either by coordinating existing reference bureaus now found in public libraries and those connected with our universities or by the establishment of an independent research bureau by the League.

\* \* \*

## Special Researcher

City Manager Edy of Berkeley told me a few days ago that he intended to

employ a special researcher to delve into a subject of special importance to his city. Thus knowing him to be interested in this matter, I am relying on him to bring it to the attention of his fellow Managers, or to the convention as may be appropriate.

\* \* \*

## It Works

Speaking of Edy reminds me that about six months ago I suggested that it might be a good idea for cities to make use of the radio by broadcasting news about their activities and hinted that Edy was an innovator. I was gratified to learn from his assistant that the hint was acted upon and that a local radio station had been broadcasting talks on the subject of Berkeley's local government. Also that the information thus put forth had met with appreciation by the public and with requests for its continuance. Naturally I am tickled to know that one of my suggestions has borne fruit.

\* \* \*

## It Has Been Said That

Calcium chloride, owing to its affinity to moisture, is a valuable cover for fresh concrete, and retards the ripening process;

The purpose of democracy is to educate the people;

Blessed be the peacemakers, for they shall become the pieces.

## BOOKS RECEIVED

**An Approach to Definite Forecasting**, by Lincoln W. Hall, Assistant Professor of Economics, University of Pennsylvania. University of Pennsylvania Press, Philadelphia, Pa., \$3. In this study of business statistics a more powerful, more complete, more easily calculated methodology is set forth for handling all forms of time data in business than has previously been available. Definite numerical forecasting, wherein errors can be more accurately checked, may be attempted through the process suggested in this book.

**Marriage and the State**, by Mary E. Richmond and Fred S. Hall. Russell Sage Foundation, New York, \$2.50. Based upon field studies of the present-day administration of marriage laws in the United States. An answer to the question: What can be done to prevent the life tragedies that now are caused by inadequate laws and their more inadequate administration?

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# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

## THE RISING COST OF GOVERNMENT

The new law imposing liability on municipalities for damages resulting from the negligent operation of motor vehicles used in their behalf, whether employed in a governmental or a proprietary capacity, means an increase in the cost of government. Heretofore it has been the general law of the land that public corporations were not liable for accidents resulting in the exercise of governmental functions such, for example, as those occurring in the operation of fire apparatus. The new law has changed all this, and hereafter the city, county or state, as the case may be, will be liable in damages whether the motor vehicle is employed in a governmental or proprietary capacity.

Lawyers of the old school, committed to the old theory that "the King can do no wrong" will argue that this departure from an old principle is a dangerous one and may lead to embarrassing results. On the other hand, it is contended by those of more modern or advanced ideas that the law is a just one and needs no apology for its enactment. Heretofore, if one was injured or had his property damaged by fire apparatus "it was just too bad." The city was not liable because the injuries or damages resulted from the performance of a governmental function. But suppose the accident was caused by apparatus belonging to the municipal waterworks. Ah, that was quite another story, as the courts everywhere have held that the operation of waterworks involves the exercise of a proprietary function and that in such case a city is subject to the same liabilities and responsibilities as a private corporation.

At the request of Mr. Heron of the State Department of Finance a conference was recently held in the Governor's office between officials representing the state and a committee appointed by President Bottorff to represent the League, the object being to determine the best plan for securing adequate protection against this new form of hazard. It should be said in passing that

the new law authorizes the cities to take out insurance, and the principal object of the conference was to decide the kind of policy that would afford the greatest protection at the minimum of cost. The League was represented at this conference by Earl J. Sinclair, City Attorney of Berkeley, Clifton E. Hickok, City Manager of Alameda, and Hugh S. Bradford, City Attorney of Sacramento. The committee decided that it would be desirable to have competitive bids based on definite specifications. Accordingly, such specifications were prepared and sent out to the cities together with a suggested form of notice to bidders and a letter advising immediate action, so that they might be adequately protected by the time the law becomes effective.

## Pensions and Accident Insurance

Another contributing factor to the rising cost of government is the increasing demands for the extension of the pension system, and the expense of carrying accident insurance. As to the former, it is argued with a considerable degree of force, supported by a large element of justice, that a municipal employee who has served his city faithfully for many years is just as much entitled to a pension as a school teacher, and should not, in the evening of his life, be cast aside like an old hulk. Many of the large private cor-

porations have established pension systems for their employees, and unless the public corporations do likewise it will become more and more difficult as time goes on to secure competent public servants.

These matters are important because they must be met and solved eventually. Unfortunately many of our taxpayers refuse to recognize the problems presented to their governing bodies by these increasing demands, which cannot be avoided and can only be offset by increased efficiency and economy. By economy, I do not mean cheap help, as it is universally conceded that, in the end, cheap help is invariably the dearest. However, these increased expenses in the cost of government can undoubtedly be counterbalanced to a considerable extent by increased efficiency in service and elimination of waste and duplication.

In no other country in the world has the private corporation achieved such wonderful results as here in America, and it is up to the officials of public corporations to emulate their example. And while it is true that the former are created for business rather than governmental purposes, nevertheless the same principles of economy apply to the one as the other; and at all times and in all places, they should be animated by the same object-to-wit: The maximum of service at the minimum of cost.

## QUESTIONS AND ANSWERS

Any official of a member city is entitled to make free use of this service. It is requested, however, that all questions of a legal character, first be presented to your City Attorney and be submitted with his sanction and approval. Unless considerable re-search is required, answers will be sent promptly.

**Question:** Can our city council appropriate \$200 from the public treasury to defray expenses of the local company of National Guards on a camping trip?

**Answer:** No. It was held in the case of McClure vs. Nye, 22 Cal. App. 248, that an appropriation for such a purpose would amount to a gift, in violation of Art. IV, Section 31 of the State Constitution.

**Question:** Is it lawful to contribute public money for a Fourth of July celebration?

**Answer:** No. It has been held generally throughout the different states that "unless expressly authorized so to do, a municipality has no power to appropriate municipal funds for celebrations, even of patriotic holidays." See Volume 28, Cyclopedia of Law, page 1535, and the numerous decisions there cited.

**Question:** Would it be lawful to exempt physicians from the operation of an ordinance establishing a parking limitation of one hour?

**Answer:** It is my opinion that



City Engineer, Chas. F. Soper's Specifications for the Concrete Laid on this Contract:  
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*Results*—Compressive strength of 3600 pounds per square inch at 5 days; 4000 pounds at 90 days.

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such exemption would not be upheld by the courts. Streets are presumed to have been dedicated by the abutting property owners or their predecessors for the passage and re-passage of people and vehicles, and to allow indefinite parking privileges to any class of citizens would prevent the use of a street for the purpose for which it was dedicated, besides amounting to class legislation.

A compliance of the request would work a hardship on other business establishments, especially in case there was a physicians' building on the street, such as they have in some cities. To make the physicians exempt from the parking time limit under such circumstances would probably result in the entire street frontage being occupied by physicians' automobiles to the exclusion of delivery wagons, trucks and the automobiles of persons desiring to patronize the stores. As a matter of fact, such a provision, if enforced, would undoubtedly impair the value of adjoining business property.

**Question:** A police officer, while off duty and traveling in another city, witnesses a violation of the state law. Thereupon the officer, while in the act of arresting the violator, is injured and permanently disabled. Under such circumstances, would he be entitled to receive a pension under the pension ordinance of his home city?

**Answer:** "The cases concur in holding that police officers are, in fact, state officers and not municipal, although a particular city or town be taxed to pay them." Sec. 104, Dillon on Municipal Corporations, 4th Edition.

"The municipal corporation in all these and the like cases represents the state or the public; the police officers are not the servants of the corporation." Sec. 1656, Dillon on Municipal Corporations, 4th Edition.

The Penal Code provides that a warrant of arrest must be directed to and executed by a peace officer (Sec. 816, P. C.), and a peace officer includes a policeman of any city. (Sec. 817, P. C.)

It is the duty of a police officer to enforce the penal statutes of the state, and it is his duty to arrest a violator of any penal state law when the infraction is committed in his presence anywhere in the state, wherefore it is my opinion that if a member of the local police force, while elsewhere in the state, observes a crime against the state law being committed in his presence, it is his duty to arrest the offender,

and if the officer should receive bodily injuries as a result of making such arrest he would be entitled to a pension from the pension fund provided by the local ordinance of his municipality.

**Question:** If a city takes legal proceedings for condemnation of a piece of property, is the city liable to the owner for his legal expense in the case?

**Answer:** In a decision handed down by the Supreme Court in 1916 in the case entitled *Oakland v. Pacific Coast Lumber and Mill Company*, 172 Cal., 332, the Supreme Court, speaking through Judge Angellotti, said:

"It is a settled law in this state that, in view of the provision of section 14 of article I of our constitution that 'private property shall not be taken or damaged for public use without just compensation having first been made to, or paid into court for, the owner,' the owner whose property is thus sought to be taken cannot be required to pay any portion of his reasonable costs necessarily incidental to the trial of the issues on his part, or any part of the costs of the plaintiff, for to require him to do this would reduce the just compensation awarded by the jury by a sum equal to that paid by him for such costs."

**Question:** Is it lawful to provide in a zone ordinance that multiple dwellings or flats may be erected in a single family district upon the written consent of a specified number of adjacent property owners?

**Answer:** In the recent case of *State of Washington ex rel. v. Roberge*, the Supreme Court of the United States held that the attempted delegation of power to neighboring property owners was repugnant to the due process clause of the federal constitution and could not be sustained. November 19, 1928.

**Question:** Can a public park be used for a children's playground? If so, to what extent?

**Answer:** According to the legal dictionaries, a park is a tract of land provided for the comfort and enjoyment of the inhabitants of the city or town in which it is located; a piece of ground set aside for ornament, exercise, or amusement. (Vol. 29 Cyc., page 1684.)

"Where the dedication was without restriction, any usual, proper and reasonable public use may be made of the park; but where a particular purpose was expressed the land must be used accordingly." *Harter v. San Jose*, 141 Cal. 659.

"The devotion of a reasonable portion of a park to tennis-courts

and playgrounds, with suitable appliances for these forms of recreation, comes within the legitimate uses for which parks are created." Vol. 20 California Jurisprudence, page 465.

What constitutes "a reasonable portion of a park" would depend almost entirely on the size of the park. In one case it might be a matter of acres whereas in another it would be one of square feet. It would be a question for determination by the city council, and the courts would not be likely to interfere with their decision unless there was a clear abuse of discretion.

## FORMER LEAGUE PRESIDENT SIGNALLY HONORED

Charles N. Kirkbride, a former president of the League of California Municipalities, has received a promotion in the Officers' Reserve Corps of the United States Army, having been made Lieutenant-Colonel in the Coast Artillery. As such he was designated instructor in mobilization and administration at a camp of some fifty-five reserve officers, held at Fort Winfield Scott, San Francisco, July 28 to August 10.

## SERRA PILGRIMAGE

California will celebrate its romantic and historical past at its first capital, Monterey, from August 15 to 18, according to plans perfected for the Serra Pilgrimage and Pageant. In four days and nights of fiesta, Monterey Peninsula will entertain in traditional manner, hospitable and carefree.

## ROAD ETIQUETTE

Some of the Do's and Don'ts of road etiquette which everyone should assist in making conventional are:

1. Do use proper arm signals.
2. Do keep to right side of road.
3. Do slow down at intersections.
4. Do keep within the speed limit.
5. Do be alert and careful.
6. Do have adequate brakes.
1. Don't hog the road.
2. Don't throw burning matches or lighted cigarettes from cars.
3. Don't drive with one arm.
4. Don't crowd or cut in.
5. Don't be irritable.



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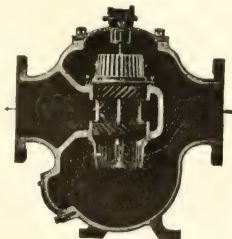
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# Reviews of Current Books and Reports

**LOS ANGELES, CALIFORNIA.** Annual Report of the Board of Harbor Commissioners of the City of Los Angeles.

One of the most creditable reports received by this magazine, and one that is enlightening to the citizenship. Its pages of statistics (1928) are not confusing; an appended map of Los Angeles and vicinity is instructive. The report is liberally illustrated. Historically, the report records that the real progress and growth of Los Angeles harbor commenced following the years that constituted its birth. In 1912 actual construction work of channels and terminals began and the first municipal wharf was completed in 1914, about the time the Panama Canal was opened, and immediately intercoastal shipping began with the new port of the Pacific Southwest. During the last two years Los Angeles harbor has continued its pace and during 1928 handled more than twenty-five millions of tons of cargo, with 7532 vessels having entered that harbor.

**National Education Association, Washington, D. C.**

**Salary Scales in City School Systems, 1928-29.** A research bulletin that presents a summary of the results of the Association's regular biennial study of salaries paid in city school systems. The salaries of 342,980 persons are included in the tabulations. The tables are so arranged that one may quickly ascertain the minimum, median and maximum salary of school employees of various classes of cities of all population groups.

**The Importance of Regional Planning.** An address by J. R. Fairman, manager, southeastern offices, Portland Cement Association, before the Florida League of Municipalities, June 27, 1929.

**Department of Commerce, Washington, D. C. Staple Porcelain (All-Clay) Plumbing Fixtures.** On June 12, 1928, a joint committee of representative manufacturers, distributors and users adopted a commercial standard for staple porcelain (all-clay) plumbing fixtures. The industry has since accepted and approved for promulgation by the Department of Commerce the standard as adopted.

**National Board of Fire Underwriters, 1014 Merchants' Exchange Building, San Francisco, Calif.** A list of inspected automotive appliances; appliances inspected for accident hazard; inspected burglary protection appliances; inspected fire protection appliances and a list of inspected gas, oil and miscellaneous appliances.

**American Society for Testing Materials, Philadelphia, Pa.**—Reports submitted at the thirty-second annual meeting, at Atlantic City, N. J., June 24-28. Includes report of committee on standing committees; annual report of the executive committee.

**Village of Rockville Center, N. Y.** Ordinance No. 66 provides that it shall be unlawful for any person, firm, association or corporation to maintain and operate any radio apparatus or any talking machine or loudspeaker outside of any building or out of doors.

**The Port of New York Authority, New York, N. Y.** Special report of the financial condition, expenditures for construction, operating revenues and expenses, as of December 31, 1928, for the Port of New York. Commerce Bulletin, issued by the Port of New York Authority, without charge. Its purpose is to present a concise statement of the current trend of commerce, changes in steamship services, improvements in port facilities, and a digest of typical activities of the Bureau, with respect to the Port of New York.

**Redwood City, California.** A charter, prepared by fifteen freeholders, for the government of the city. Adopted by the electorate April 9, 1929.

**San Francisco, California.** Final report of the County Grand Jury. Impaired to review and report on the report of a committee appointed to audit all of the offices of the city and county government.

**Department of Commerce, Washington, D. C. Visitors' Manual of the National Bureau of Standards.** A brief account of the Bureau's history, functions and laboratory facilities.

**Village of Peekskill, N. Y.** Electrical ordinance. The purpose of the ordinance is to provide minimum provisions and requirements for the installation of electrical wiring and fixtures for light, heat and power in all buildings, excepting power houses of a public service corporation where regular electricians are employed. The ordinance provides for the creation of a board of five examiners of electricians.

**Sheriffs, Undersheriffs and Civil Deputies Association of California.**

A chronological review of the Association's third annual convention, held at Sacramento, California, March 14-16, 1929.

**Montclair, N. J.** Health Audit for the year 1928.

A detailed report of the department's activities.

**National Conference on City Planning, New York, N. Y.**

Where City Planning and Housing Meet, by Harold S. Buttenheim, Editor, The American City, New York City; Enlarged Usefulness of City Planning Commissions in New York State, by Edward M. Bassett, President, National Conference on City Planning; The Traffic Analysis and Forecast in Its Relation to Thoroughfare Planning, by Robert Whitten, City Planning Consultant, New York City; What Makes "The City Beautiful?" by George B. Ford, Technical Advisory Corporation, New York City; Some Problems in New Planning, by Louis Brownlow, Municipal Consultant, City Housing Corporation, New York City.

**New Trends in Home Design.** By James S. Taylor, Division of Building and Housing, Bureau of Standards, Department of Commerce, Washington, D. C.

A report from members of the staff of the Division of Building and Housing of the Department of Commerce and who visited some thirty-eight cities during the last year in the course of a study of small house construction.

**State of California.**

A report of the State Park Survey, prepared for the California State Park Commission by Frederick Law Olmsted. A report that embodies the results of a statewide survey of potential state park areas. The Department of Natural Resources, through the State Park Commission, was authorized to make a survey to determine what lands are suitable and desirable for the ultimate development of a comprehensive, well-balanced state park system, and to define the relation of such a system to other means of conserving and utilizing the scenic and recreational resources of the state, and to make recommendations regarding the means by which such a park system can be acquired. The report is profusely illustrated.

**Department of Public Works, Detroit, Mich.**

**Aircraft Landing Facilities in the Detroit District.** The sudden awakening of the public conscience to the vast possibilities of aviation, and the consequent demand for first hand information, has resulted in numerous inquiries being received by the Detroit Board of Public Works relative to various phases of the subject, particularly as to terminal facilities.

**San Francisco, California.**

Annual report of the city's Bureau of Architecture. Contracts for city buildings, amounting to \$2,463,030, were awarded during the fiscal year ending June 30, 1929.

**Pacific Coast Association of Fire Chiefs.**

Proceedings of the Thirty-fifth Annual Convention, held at Memorial Auditorium, Sacramento, California, October 1-6, 1928. A report of one of the most memorable meetings in the history of the association. The association's growth, not only numerically, but in influence and importance, makes it one of the outstanding fire organizations of the country.

**The Rockefeller Foundation, New York, N. Y.**

A review for 1928 activities, by George E. Vincent, president of the Foundation.

**National Education Association, 1201 Sixteenth Street, N. W., Washington, D. C.**

**The Principal and Progressive Movements in Education.** A research bulletin that will help many principals to be more than routine workers. Data have been given to orient and to inform principals in regard to certain movements in education.

**City of El Paso, Texas.**

Report of the Robertson Committee. In November, 1927, an appointment was made by the Mayor, with the approval of the City Council, of a committee of ten citizens who were requested to advise the city administration on the formulation of a public improvement program to cover the next five or ten years. The report undertakes to point the way.

**New Jersey Sewage Works Association, Bound Brook, N. J.**

Minutes of the Fourteenth Annual Meeting of the New Jersey Sewage Works Association, held at Trenton, N. J., March 22, 1929.



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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

## Service Bureau

Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the

purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

Executives are requested to use the following coupon, enumerating their wants. Catalogs covering those wants will be sent by return mail.

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# Pacific Municipalities

Vol. XLIII

SEPTEMBER, 1929

No. 9



JOHN C. PORTER, Mayor of the City of Los Angeles

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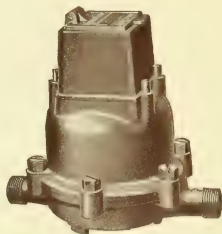
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Publication Office: 1095 Market Street, San Francisco, Calif.

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*A Monthly Review of Municipal Problems and Civic Improvements*

Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

Entered as second-class matter March 22, 1913, at the Post Office at San Francisco, California, under the Act of March 3, 1879

*Thirtieth Year*

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H. A. MASON - - - - - Secretary-Treasurer

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SEPTEMBER, 1929

NUMBER 9

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## INSURE YOUR LIABILITY

ASSEMBLY BILL 595, approved by the Governor of California on May 11, makes the state, counties, cities and counties, municipal corporations, irrigation districts, school districts and other sub-divisions of the state owning any motor vehicles *responsible* to every person who sustains any damage by reason of death or injury to person or property as the result of the negligent operation of any such motor vehicle by any officer, agent or employee.

The new law also makes such political sub-divisions responsible for damage caused by *any other* motor vehicle and resulting from the negligent operation of such vehicle by any officer, agent or employee acting within the scope of his agency or employment.

The law further provides that "the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political sub-division of the state, may *insure their liability*," . . . and the premium for such insurance shall be a proper charge against the respective general fund of the state, county, city or other municipal corporation or district.

For rates and other information, address the Company at its Head Office or consult our agent in your town.

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# EDITORIAL PAGE

## *Our Service Bureau*

ON THE last page of each issue of *PACIFIC MUNICIPALITIES*, there has appeared monthly since January the announcement that this magazine's Service Department is in a position to render effective service to municipal executives, advertisers, and to our readers in general. The service, as announced, is free, prompt and thorough.

That the service has attracted widespread attention and is proving of vast benefit to those interested is vouchsafed by the fact that our Service Department daily is in receipt of communications seeking the names of firms that deal in municipal supplies; communications seeking information, advice and suggestions on various subjects pertaining to municipal activities.

In a recent swing-around trip through San Joaquin Valley cities a representative of *PACIFIC MUNICIPALITIES* was requested by nearly a score of municipal officials to furnish data relative to advertisers of municipal supplies and information concerning various municipal problems. The requested information promptly was furnished.

You are invited to avail yourself of the advantages offered by the Service Department of *PACIFIC MUNICIPALITIES*.

## *The Days Are Nearing*

THE days are flying and as they fly, nearer and nearer comes the day when the City of Oakland officially will welcome delegates and visitors to the Thirty-first Annual Convention of the League of California Municipalities.

All arrangements are about completed for the entertainment of municipal officials and their friends. City Clerk Frank Merritt of Oakland, committee chairman on arrangements, is putting on the last minute touches.

Lend your support by attending the convention and actively participating in its sessions. For four days, October 7 to 11, Oakland will belong to you and will extend an invitation to make this year's convention the most memorable in the history of the League.

The official call to the convention appears on page 360 in this issue of *PACIFIC MUNICIPALITIES*.

## *Traffic Enforcement Campaign*

THE reckless and the criminally careless, the drunken and the grossly incompetent motor vehicle operator must be eliminated from the highways of California.

That is the pronouncement of Governor C. C. Young, who has urged state-wide coöperation with the California Committee on Public Safety and the State Highway Patrol in minimizing traffic accidents which last year claimed the lives of 1876 men, women and children.

Ninety-nine per cent of California's motorists are careful and law-abiding, Governor Young has asserted. He has instructed members of the new Highway Patrol that their job is to "be friends and allies" of this majority. He issued orders that the remaining one per cent must be made to either reform or be forever eliminated from the highways. He simultaneously pointed to the necessity for a well-organized educational campaign "designed to reach each citizen and appeal to each group."

## *Airing Airport Problems*

CITY officials throughout the country are preparing to lay their airport problems before a municipal airport conference to be held in Washington, D. C., October 24 and 25, next, by the City Officials' Division of the American Road Builders' Association. Many of the country's outstanding airport engineers and builders will meet with the civic representatives to develop specific knowledge of the present practices and future requirements of airport construction. It seems to us that such knowledge is of great importance to every city.

## *It Can Be Done!*

A MAN'S bearing must announce that he is sure of himself—that's the formula. Whether you believe in a silver hilt, a brass button, your good manners, your beauty, or your discretion, it all amounts to the same—supreme confidence. With it all things are possible! Believe it possible—and, IT CAN BE DONE!"

# OAKLAND

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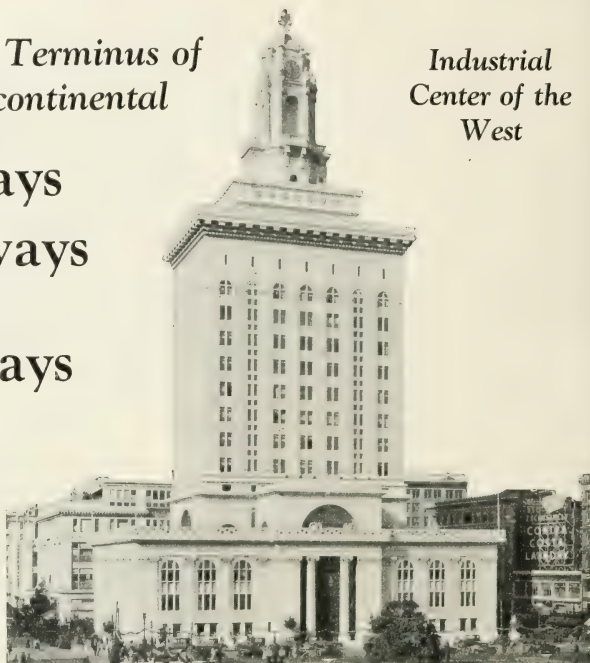
*Industrial  
Center of the  
West*

**Airways  
Highways  
and  
Railways**

**Oakland as  
Host to the  
1929**

**Convention**

of the



**League of California Municipalities**

*Invites You to Attend at*

# OAKLAND

**OCTOBER 7 to 11, 1929**



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*City Engineer, Superintendent,  
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*Chief, Department of Electricity*  
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WILLIAM G. LUTKEY  
*Chief of Fire Department*  
OAKLAND, CALIF.

## Municipal Executives

(SERIES No. 9)

Portraits of busy officials who de-  
voted their efforts to the upbuilding  
of the Pacific Coast



D. N. SCHNEIDER  
*Chief, Fire Department*  
SAN RAFAEL, CALIF.



A. L. PAULSON  
*Mayor*  
RICHMOND, CALIF.



SAM B. JONES  
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MONTEREY PARK, CALIF.



W. S. HAYDON  
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SAN JUAN BAUTISTA, CALIF.



WILLIAM A. OYER  
*Chief of Police, Health Officer*  
MONTEREY, CALIF.



J. R. SCOTT  
*City Attorney*  
MANTECA, CALIF.



H. V. ARMISTEAD, M.D.  
*Health Officer*  
NEWMAN, CALIF.



HOWARD W. DAVIS  
*Councilman*  
LOS ANGELES, CALIF.



CHARLES R. FANCHER, M.D.  
*Health Officer and City Physician*  
OAKLAND, CALIF.

OFFICIAL CALL  
to the  
THIRTY-FIRST ANNUAL CONVENTION  
of the  
LEAGUE OF CALIFORNIA MUNICIPALITIES



*To All Councilmen and Other Officials of the  
Cities and Towns of California:*

Your attention is respectfully called to the Thirty-first Annual Convention of the League of California Municipalities, which is to be held in the City of Oakland, October 7 to 11, 1929.

Matters of great public interest and corresponding importance will be taken up for consideration and discussion, and every city official, elective or appointive, is invited to attend the convention and participate in the proceedings.

Oakland is making big preparations for this convention. She has many things to show in the way of great public achievements, such, for instance, as the new estuary subway, the first of its kind in the world. A short distance to the south is the new twelve-mile transbay bridge connecting Hayward and San Mateo, while a few miles northward is that wonderful structure of towering steel spanning the Straits of Carquinez.

On Friday, October 11, at the close of the convention, all the engineers and other city officials will be invited to take a trip to the great Pardee Dam of the East Bay Municipal Utility District and participate in celebrating the completion of this great structure, the largest concrete dam in California.

Besides these attractions, there will be many big subjects on the program which will be presented to the convention by men and women of long experience and recognized authority.

Eighty-one per cent of the people of California now live in cities and towns, wherefore we have a large responsibility, as the health and happiness of these people is largely in our hands.

Cities, like men, cannot live for themselves alone, but must learn from one another and profit by one another's experience. Better municipal government means better government in our counties and better government in our state.

It is hoped that as many officials as possible will attend this convention. Oakland is making great preparations to make it enjoyable as well as profitable.

Convention headquarters will be at the Hotel Oakland. Make your reservations early.

H. C. BOTTORFF, President.

WM. J. LOCKE, Executive Secretary.

# San Diego Celebrates 160th Anniversary

By F. M. LOCKWOOD

Manager of Operation, City of San Diego

SAN DIEGO'S 160th birthday was celebrated this year in a manner that not only will live for all time in the hearts of its people, but will be remembered each year and through the years as long as the stately white "Mission," gift of one of the city's best friends, tops the bluff on Presidio Hill.

George W. Marston, for half a century resident of the city, for years, quietly, and with a view in mind to re-creating the historical, picturesque scenes of the days of the Franciscan Fathers who first brought civilization to our western shores, has been acquiring, piece by piece, the land upon which the Presidio of San Diego was first built, and has erected thereon as a memorial, a building, high towered and picturesque, akin in design to the rugged, simple missions placed by these same Franciscan Fathers a day's journey apart along El Camino Real a century and a half ago. This building, together with some twenty acres surrounding it, was presented by Mr. Marston to the city he has helped to

grinding of corn, making skin blankets. Native games were played. The arrival of the *San Antonio*, first of the ships dispatched, together with an overland force, to occupy the site in the name of the King of Spain, causes much excitement.

## Fear of the Indians

Scene 2 shows the attempts by the Spanish to communicate with the Indians; the fear of the Indians, the finally gained confidence and the leading of the Spanish to the fresh water they so sadly needed.

In Scene 3 the overland forces, commanded by Portola and Rivera, arrive, bringing supplies to the crews of the vessels who had suffered severely from lack of proper food and medicines. Father Junipero Serra and a handful of priests accompanied this force, and great was the joy of reunion.

Scene 4 shows the departure of Portola, Rivera and the greater portion of the soldiers for Monterey. The ships, too, have left, and Father



Franciscan Choir at Dedication of San Diego's Historical Museum, July 16, 1929

calls his followers together. A cross is rudely constructed, erected upon consecrated ground, and blessed. Space is measured for the chapel. The few Spanish soldiers take possession in the name of the King of Spain. A mass is chanted, mission bells are rung, and the first mission in California is dedicated.

These scenes were enacted with a



Photos by Brown

Left: Father Serra Historical Museum. Dedicated at Celebration of One Hundred and Sixtieth Anniversary, Founding of San Diego, July 16, 1929. Right: Participants in San Diego's Historical Pageant.

build, upon the 160th anniversary of the establishment of the colony.

## Appropriate Ceremonies

Appropriate ceremonies were observed. A historical prelude to the dedication of the building, depicted, with an accuracy as to detail carefully laid out, first, the life of the Indians. Domestic scenes about the huts—pottery making, basket weaving, the

Serra remains, with about twenty-five men to establish the first white settlement.

## Father Serra

In Scene 5, Father Serra, with his few men, having first, with an eye to "viewpoint" which to this day characterizes the settler in our midst, decided upon what is now known as Presidio Hill for the site of the new settlement,

strict regard to conditions and occurrences at the time of the consecration of the hill by Father Serra, even to the exact number of participants. No effort was spared to make actual, historical pictures of events that happened at that time. Indians, military and civil forces, the church, all worked tirelessly together to present a picture true in every detail.

San Diego turned out in force to do

*Are you coming to the League's Convention in Oakland, October 7 to 11?*

honor to the day and to the man who resurrected it. A half holiday was declared; the hills encircling the spot were gay with spectators, and every available seat about the building was occupied. Amplifiers carried the voices to all, and the assembled throng listened with appreciation to the opening address of the Governor; to a message from the King of Spain delivered by his representative, the Ambassador of Spain to the United States, and to a personal message from our President, read by the Mayor of the city. Chorus were sung, and a brown-robed choir of Franciscan Monks, brought from Santa Barbara, sang *The Alabado*—sang a mass last heard in San Diego a century ago, when the town was a sleepy Spanish pueblo.

### Junipero Serra Museum

The building is called the Junipero Serra Museum, and is "dedicated to the memory of the founder of the California Missions," so a bronze plate at one entrance informs us. It goes

on to state that "On this Hill, July 16, 1769, Padre Junipero Serra and the Soldiers of Spain set the Royal Standard, Raised the Cross and Dedicated the Mission San Diego de Alcalá." The building is white, tile-roofed, and covers much space. There is one long, lofty room with gray-timbered roof; balconies, a library and offices, a high tower at the north end and a long, arched arcade leading to the south. A great balcony surrounds three sides of the main structure, which, to the east, presents a view up the wide, green valley to the spot where the mission was finally moved by Father Serra to bring it nearer his agricultural efforts. Its walls still stand.

To the west and south can be seen Mission Bay, the silver strand beach encircling it; Point Loma, North Island, Coronado, and in the immediate foreground, Old Town and a portion of "New Town" or San Diego.

### Priceless Furnishings

The museum will contain all that is

locally historical that can be obtained. Many priceless furnishings have been procured, the search beginning in Spain among the towns familiar to Fra Serra in his youth. Carved furniture, Moorish hangings, candelabra, old church benches, and other articles of the period carry out the idea of Old Spain, from the architecture of which the missions were crudely copied.

A bit down the hillside, in front of the museum, the almost obliterated ruins of Fort Stockton are being carefully guarded. The trenches and emplacements are in a fair state of preservation. In 1913, tiles from the old chapel were gathered together by careful hands and made into a cross which was dedicated to Father Serra. This cross, in a little clump of palms, stands within the confines of the adobe wall which marks the boundary of the old Presidio, and which, with the addition of ten acres donated by the city, is called Presidio Park.

## Financial Aspects of Municipally Owned Utilities

By C. A. McCLAIN

*General Superintendent-Secretary, Eugene, Oregon, Water Board*

**A**N essential foundation for the successful operation of a municipally owned utility is the proper attitude on the part of the citizens. They must be willing to adopt a charter so drawn as to admit of business-like conduct of the utilities without undue obstruction or hampering through formality and red-tape.

The management should be in the hands of a commission stable in its organization, non-partisan, independent in its action and separate from other departments of the city, whose members have no other city offices. They will thereby be free to make decisions and formulate policies for the best interests of the utilities and will be non-partisan and uninfluenced by other city interests. The management of the utility should be put on a sound and dignified business basis which will not give the citizens the impression that the utility is a plaything which may be used to meet the passing whims of various groups or organizations. The term of office of the members should be long enough to enable them to become really familiar with the problems involved and terms should so terminate as to bring one or at most two members on the board at the same time.

**EDITOR'S NOTE.**—Financial Aspects of Municipally Owned Utilities, by C. A. McClain, General Superintendent-Secretary of the Eugene, Oregon, Water Board, and appearing on this page, is the second of a series of interesting papers presented at the recent Municipal Finance Conference at the University of Oregon, in cooperation with the League of Oregon Cities. Next month Pacific Municipalities will offer its readers Problems Growing Out of the Assessment of Urban Real Estate, by E. S. Huckabay, Deputy Assessor of Multnomah County (Portland), Oregon.

The financial status of any business whether a utility or a commercial enterprise is determined very largely by the organization or staff of employees. The same principles apply to this kind of organization as are effective in any other kind of business. They must be loyal, industrious and efficient, and

their salaries should be as much as the same people would be paid anywhere else for doing the same kind of work. A city employee should not be expected to work for less than he could get elsewhere, and it is demoralizing for him to be required to apologize for his salary.

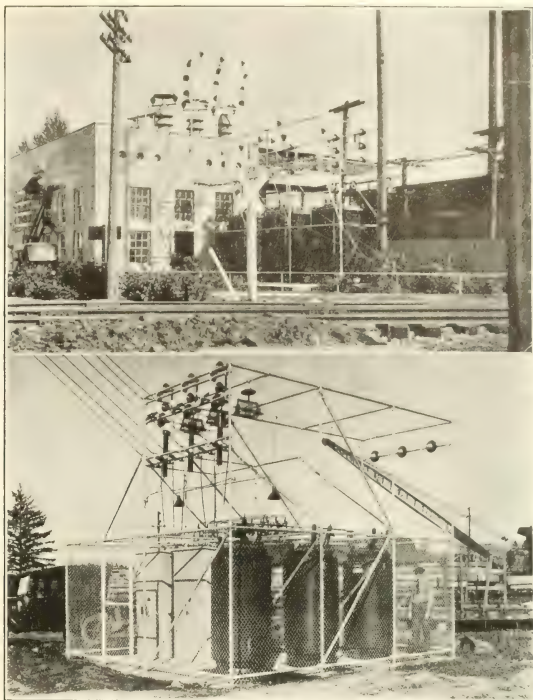
The service furnished by a municipal utility may be up to the standard of a privately owned utility if the ordinary rules of conducting such businesses are observed and if efficiency, initiative, loyalty and other desirable characteristics of employees are recognized and rewarded.

Rates should be as equitable as possible and should provide for the payment to the utility by the governing board of adequate rates for all service furnished for public uses, such as street flushing, sewer flushing, fire protection, street lighting and other service furnished for the general public. They should be sufficient for all legitimate requirements such as operation, maintenance, interest on bonds, sinking fund for retirement of same, an emergency fund, taxes if paid by the utility, and should also provide a substantial surplus for minor extensions for plant.

*You will miss a big treat if you do not attend the League's Convention*

Municipally owned utilities are exempt from taxation in most states, although in some states a bookkeeping entry is required to show the status of the utility as if taxes were paid. Some utilities make a voluntary payment to

**THE CUSTOMER** ownership plan which is coming into general use with privately owned utilities, is excellent, and it would be a decided advantage if the municipally owned utilities might avail themselves of this plan in the distribution of bonds directly to its own citizens, says Mr. McClain in this paper, which was presented at the recent Municipal Finance Conference at the University of Oregon. If this (the customer ownership plan) were possible the municipal utility could well afford to pay a higher interest rate than when its securities are owned by people not directly interested in the service. A substantial emergency fund should be provided, the size depending on the general type of utility and also on the individual utility as to its own hazards.



*Main Step-down Sub-Station of City of Eugene, Oregon, Electric System, top, and below, Distributing Sub-Station of the City of Eugene, Serving Yards of Southern Pacific Company at Eugene.*

the governing body of the city, while on other occasions the governing body exacts the equivalent of taxes or in some cases much more through its demands for free service. Practically all economists hold that municipal utilities should pay taxes the same as are paid by privately owned utilities, although some propose that all utilities be exempt because of the fact that the consumer must in all cases pay the tax.



C. A. MCCLAIN

If taxation is applied equally to all municipally owned utilities there may be no objection to this, although the legal requirement that all cities provide a sinking fund for the retirement of bonds in addition to all other requirements of operation and maintenance impose an additional burden on the municipal utilities which privately owned utilities do not have to carry and it would seem fair that the municipal utilities may be entitled to tax exemption because of this sinking fund requirement.

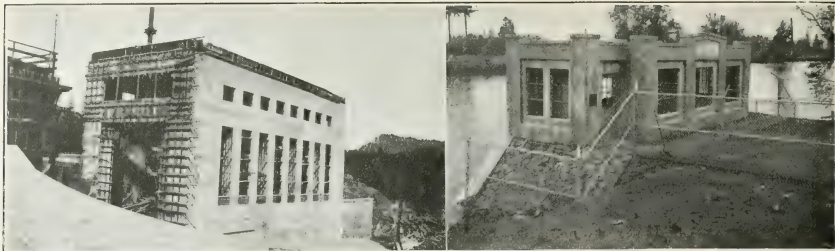
#### Capital Must Be Borrowed

In the case of new developments the capital required must of necessity be borrowed. The usual way of acquiring that capital is through the issuance of bonds. If these are general obligation bonds they usually carry a lower interest rate than that earned by securities on privately

owned utilities although the sinking fund requirement mentioned above may entirely offset this advantage. In some states utility bonds are issued, that is, bonds secured by the utility itself, in which case the interest rate is about as high as that paid by privately owned utilities, and may even exceed that rate.

#### Customer Ownership Plan

The customer ownership plan which is coming into general use with privately owned utilities, is excellent, and it would be a decided advantage if the municipally owned utilities might avail themselves of this plan in the distribution of bonds directly to its own citizens. If this were possible the municipal utility could well afford to pay a higher interest rate than when its securities are owned by people not directly interested in the service. A substantial emergency fund should be



*Construction view of Power House for 20,000 H. P. Hydro-Electric Development near Leaburg, Oregon, by the City of Eugene, Oregon, at left, and at right, Intake Building on McKenzie River for City of Eugene Municipal Water System.*

provided, the size depending on the general type of utility and also on the individual utility as to its own hazards. It is not practicable to issue bonds for

the construction of every small extension required for service and therefore it seems a good policy to provide for most of the small extensions and a fair

percentage of the larger ones from earnings from the system after it is in operation. If this be done, the ultimate effect will be lower rates because of the reduced charges on account of being relieved of interest and sinking fund requirements. Corresponding rate reductions will in effect be a division of this surplus with the customer.

Long time budgeting is equivalent to long distance planning, and will keep the utility prepared to meet future demands and at the same time will enable it to appropriate to specific projects net income accruing from year to year as a result of operations. This can be done only through a constructive expansion program which must be carried out without interference.

#### Accounting Is Important

Accounting is an extremely important phase of the management of the municipally owned utility and should be in the hands of a competent staff of accountants. Above all the commission and its manager should not fool themselves regarding the exact financial status of the utility. Although not required by the Oregon laws to do so, we believe that it is to the best interest of the utility to use the Uniform System of Accounts prescribed by the Public Service Commission.

No department can be any better than its personnel. Therefore, the commission should avail itself of the specialists available, in the conduct of its business and in the meeting of new problems incident to its expansion program. A few of these experts who are readily available and who can be of great value are auditors, consulting engineers, economists, financial authorities, geologists, lawyers, rate engineers and testing engineers. As occasion may arise for the knowledge of these specialists, their employment will be found one of the best investments the utility can make.



*3,000,000-gallon Distribution Reservoir in Water System of City of Eugene, Oregon, at top. This Reservoir is covered with a concrete slab and is located in one of the City's Parks. Bottom picture shows the Watersville Hydro-Electric Generating Station of City of Eugene. The Station was built in 1910 and enlarged in 1924.*



WHEN JACK ALBERS ARRIVED IN GLENDALE

Photo by Homer B. Miller

Mayor C. E. Kimlin is shown extending the hand of welcome to Jack C. Albers, Glendale's new City Engineer. Other members of the City Council and department heads are grouped nearby. At the extreme right is L. H. Meyers, Secretary of the Glendale Chamber of Commerce. Standing next is Glendale's City Manager, J. W. Charleville.

## Glendale Welcomes Jack Albers

*Former City Engineer of  
Beverly Hills Takes  
New Post*

GLENDALÉ made an important gain when it secured the services of John C. (Jack) Albers, former President of the League of California Municipalities, as its City Engineer.

Mr. Albers virtually had been City Manager of Beverly Hills, without the title, and can be credited with many of the improvements in that city, including street work, tree planting and installation of electroliners. Beverly Hills lost him to Glendale with deep regret.

Jack Albers is one of the outstanding municipal engineers of Southern California. Under his supervision and direction a record for assessment streets, was installed in Beverly Hills which, undoubtedly, is second to none



J. C. ALBERS  
City Engineer, City of Glendale

*Popular Figure Eulogized  
by Legion of  
Admirers*

in the entire State of California. In addition to what may be said to be a perfect card index system, he had installed and perfected a series of maps by which citizens could tell at a glance whether they were included or embraced within that particular assessment district. The elaborate work of ornamental tree planting is largely due to the activities of Mr. Albers.

When Jack Albers journeyed to Glendale to become its City Engineer, Beverly Hills officials, Rotarians and Shriners turned the Glendale City Council session into a eulogy when Mr. Albers made his appearance before the city officials.

Scores of speakers from Beverly Hills, headed by E. F. Sanders, former

*Bring your family and friends to the League's Convention*

Secretary of the Chambers of Commerce in Glendale and in Beverly Hills, expressed their regret at losing Mr. Albers and their pleasure that he had been honored by the Glendale appointment.

Mr. Albers' term of office as Glendale's City Engineer officially began August 1. He succeeded John F. Johannsen, who had been with Glendale for about eight years.

Jack Albers is full of enthusiasm and that, coupled with his good nature and congenial hospitality, has endeared him to all who have been fortunate enough to make his acquaintance.

In leaving Beverly Hills, Jack was presented with the following poem, written by the Beverly Hills Rotary Club and given to him as a "Swan Song."

*Tune: The Old Apple Pie*

On the face of our Town Engineer,  
'Neath the bald-headed crust of grey  
hair;

Its color is pink—  
No, not from Scotch drink,  
Just from a little near beer.

For six years he's swept our streets  
clean;

What a fine street sweeper he's been.  
He's built our street lights,  
Protected our rights,  
And never a frown on his bean.

He's built all our boulevards wide.  
And sewered our city besides.  
At trouble he laughed,  
And not one word of graft.  
He couldn't, supposing he tried.

He smiles all the while all the year,  
Does laughing face Jack Albers;  
And if his smile does not fail  
When he gets to Glendale,  
Sure they'll find him a grand engineer.

To the tune of our old Apple Pie,  
We sing you this song of good-bye,  
We hope you do well,  
In the town of Glendale,  
So good-bye, dear old Jack, good-bye.

must be cheerfully and good-naturedly to serve that public by helping to make travel on our highways safe and pleasant. Ninety-nine per cent of our motorists are careful and law-abiding. With these the officers of our Highway Patrol must ever be friends and allies, all working toward the same end of an increasing public safety.

### Highway Menace

The menace in highway travel lies with the remaining one per cent. In this group are found the reckless and the criminally careless, the drunken and the grossly incompetent driver. These must be made either to reform, or be forever eliminated from our highways. In accomplishing this our new Motor Patrol will play its part, but it must be backed up by the support and sympathy and good will of the general motoring public.

In other words, prevention of motor accidents, and the reduction of resulting deaths and injuries, is a duty incumbent not only on public officials, but on all citizens of the state. Safety laws, even with continuous enforcement, will not minimize accidents unless endorsed by public opinion and supplemented by safe practices on the part of individuals. There is, therefore, necessity for a well organized educational campaign designed to reach each citizen and appeal to every group.

### Seeks Coöperation

Such a campaign has been inaugurated by the California Committee on Public Safety, an organization embracing in its membership public officials and groups representing all phases of community life throughout California. As Governor of this state, I earnestly appeal to all our citizens to coöperate with this Committee on Public Safety in the splendid campaign of education which it is undertaking. I also urge that they stand back of our new Highway Patrol, as well as all other state and local authorities, in the efforts which are being made to bring about a saner and safer use of California highways.

If this is done, I predict that motor hazards will decrease throughout the state, just as they have decreased in some of our cities where similar endeavors have been undertaken. Human life is too valuable to be sacrificed through inattention and negligence. The State of California, with its newly created Highway Patrol, and every other of its agencies, proposes to do its part in this vitally important promotion of public safety.

## State Launches Traffic Safety Program

By GOVERNOR C. C. YOUNG

**T**ODAY the state government of California is taking on a new activity—an activity so important to all our citizens as to be possibly worth something more than a passing mention. I refer to the creation of a state-wide Highway Motor Patrol, which comes into being through a law now effective. Through the generous coöperation of the California Committee on Public Safety and the press of California, I am privileged to point out some of the aims and purposes of this new unified Highway Patrol.

### Thousands Killed or Maimed

Nearly two thousand citizens of California, men, women and helpless children, met death on our streets and highways during the year 1928. Many other thousands were maimed and injured. Investigation shows that practically all these deaths and injuries were avoidable. Carelessness, recklessness, intoxication and ignorance were responsible for nearly all this toll of human life and limb.

Our State Division of Motor Ve-



GOVERNOR C. C. YOUNG

hicles is impressing upon the motor officers of its new Patrol that their problem in preventing these deaths and injuries is not with the general motoring public. Their chief concern

*Your attendance will help to make this year's convention the greatest in the League's history*

# Beautiful Edifice Stands as Monument To City's Energy

By C. E. JOHNS

**M**ANY years ago a prosperous citizen of Seattle died and left in his will a provision for a substantial sum of money for the construction of a "town hall."

There followed a long-drawn-out controversy as to what had been intended by that phrase, a "town hall." The controversy got into the courts, and became a matter of litigation, and it hadn't been decided when, a few years back, the citizens decided that they must have a civic auditorium.

In fact the design to use the gift for an auditorium made the question more vexing than ever, for at the time the provision was made, civic auditoriums, publicly owned, were not common in these parts. Had the donor intended that the money should be used for such a purpose?

## Auditorium Planned

Even before the question was decided, Seattle's Chamber of Commerce determined that whether or no, the city was to have its own meeting place for conventions, concerts and other purposes. That organization's building committee obtained an option on a site, secured plans from many other cities, employed a firm of architects to draw tentative plans, and outlined a method of finance.

When the courts finally decided that the gift could be used for the purpose, the sum amounted to about \$105,000, just enough for a good nucleus. And so the Chamber of Commerce conducted a successful campaign for a \$900,000 bond issue to complete the fund.

The building was erected in record time in 1928, and was virtually ready for use when the International Kiwanis met in Seattle early in the summer of that year.

## Occupies Eleven Acres

It stands on a site of eleven acres, not far from the central business district, and the institution is unique in that it combines the auditorium

## SEATTLE'S CIVIC AUDITORIUM



Top: View of the spacious Exposition Hall. Center: One of the entrances where architectural beauty greets the eye. Bottom: Exterior view of the Seattle, Washington, Civic Auditorium.

All aboard for Oakland, October 7 to 11—The League's Annual Convention

proper, a sports arena, a Veterans' hall and an athletic field, grouped as a single civic unit.

The auditorium itself seats 7500, on the main floor and balcony. The main floor is 164 feet long and 152 feet wide, with a stage at the east end. This has a sixty-foot opening, is 120 feet wide and forty feet in depth. The building is equipped with a kitchen, from which it is possible to serve 3000 persons.

Acoustical felt on the ceiling and a system of sound amplification assures excellent audition. Huge windows make artificial light unnecessary by day, and stained glass light fixtures furnish colorful illumination at night. The floor is of maple, suitable for dancing.

The sports arena has a maximum capacity of 9500. Here the central floor is of dirt, convertible into an ice arena in winter, and suitable for horse shows and many other exposition purposes in summer. The concrete basement of the auditorium adjoining provides additional exposition space.



*Entrance to Seattle's beautiful Cistic Auditorium*

Nearby is the building devoted to a Veterans' headquarters, and the wide athletic field, which is available for athletic contests of the city's public schools.

## Los Angeles Park Commission Plans New Greek Theatre

By VAN M. GRIFFITH

*President, Department of Parks, City of Los Angeles*

A 1930 Model" Greek Theatre with elevator service, hot and cold running water, an emergency hospital, kitchen and dining room for the cast, garage and other ultra modern

facilities are the plans of the Los Angeles Board of Park Commissioners, which is now considering bids for the erection of the structure.

The history of the project is rather

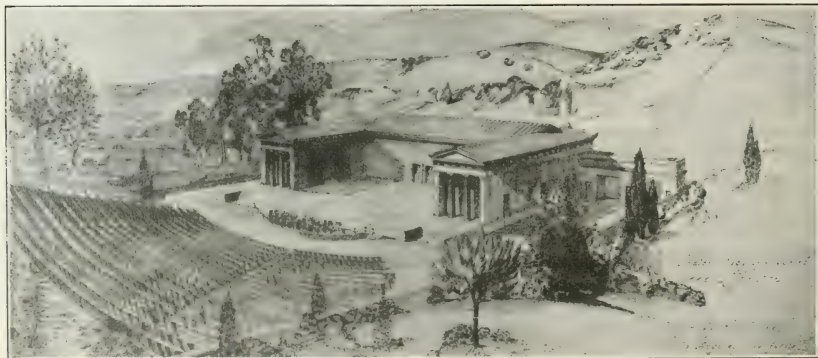
interesting, due to the long period of time which has elapsed since it was first made public. In 1912, Colonel Griffith J. Griffith, who originally donated Griffith Park to the City of Los Angeles, offered to provide the funds and erect a Greek Theatre in the Vermont Avenue Canyon of Griffith Park. Differences of opinion between the donor and the Board of Park Commissioners of that time caused the first delay. Later the donor was taken ill and died in July of 1919. He left a will in which it was stipulated that a sum of \$100,000 should be used for the Greek Theatre. Several years went by before the estate was settled, the sum accumulated interest, so there are now available \$120,000.

### Extensive Survey

The Board of Park Commissioners made an extensive survey of Greek Theatres and found numerous improvements were essential in order to secure better productions. They then proceeded to prepare, in their own offices, a set of plans which will probably prove an innovation for structures of this kind.

The exterior appearance of the structure is rather ordinary, consisting of a building of Greek architecture, 110 feet in width and fifty feet in depth. The stage is seventy feet in width between the wings of the building, with a depth of forty-seven feet. The seating capacity is estimated at about 5000. The real features are all hidden from view and are located either within the building or beneath the seating arena. A huge basement extends over and occupies all of the area beneath the stage and the seating section. This is entered by means of a tunnel, which has a private driveway

(Continued on Page 380)

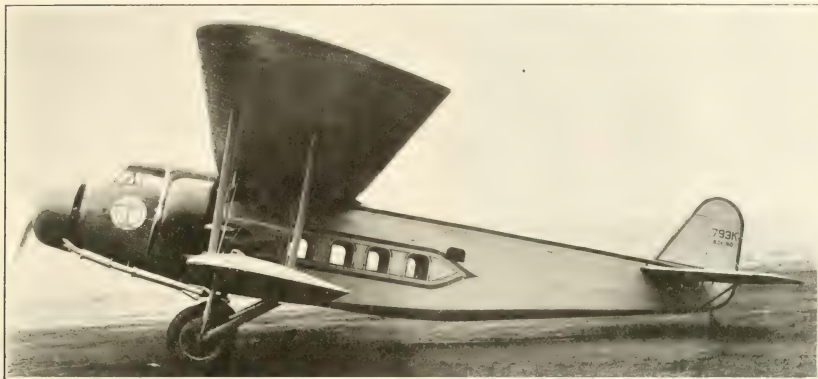


*Sketch study of proposed Greek Theater, Griffith Park, City of Los Angeles*

*Come by rail, air or water, but get to the League's Convention*

# The Nation's Longest Air Mail Lines

By ROBERT JOHNSON



*Boeing's new Air Liner. This is the new eighteen-passenger tri-motored transport of the type which will be placed on a twenty-four run between San Francisco-Oakland and Chicago over Boeing System's transcontinental air mail-express and passenger route. It is powered with three Hornet 525 horsepower engines, which drive it through the air at a speed of 135 miles per hour. It has a wing span of eighty feet and is fifty-five feet in length. The cabin is featured by reclining backed chairs, large windows, heating and ventilating, electric lights and hot and cold running water.*

**A**TTRACTING unusual attention at the Oakland airport is Boeing System's large, tri-motored transport, which is a veritable liner of the sky, constructed to accommodate eighteen passengers. This transport is the type being placed in service on the transcontinental air mail-express and passenger route between San Francisco and Chicago, twelve being recently completed by the Boeing Airplane Company of Seattle. Twenty hours after this gray-green and orange ship takes off from the field at Oakland, it lands at the municipal airport at Chicago, this fast time being made possible by the plane's three Hornet engines, with a total horsepower of 1575, combining to drive the ship through the air at a speed of 135 miles per hour.

## Tri-Motored Plane

The tri-motored plane is flown by a pilot and co-pilot, who cooperate in the manipulation of the many controls required in the navigation of the plane. The passengers' cabin is unusually commodious, and is equipped with comfortable seating facilities designed at the Boeing plant especially for this transport. The cabin has an interior height of six and three-quarters feet. Heating and ventilating systems, hot and cold running water, electric lights and clear vision windows are features of the transport.

The inauguration of the transport service, drawing the Great Lakes region closer to the Pacific Coast, is the latest development in the Boeing program of expansion, which has been apparent along the Pacific Coast for the last several years.

## Pacific Air Transport

Besides the transcontinental route, Boeing System operates the Pacific Air Transport mail-express and passenger service over the Los Angeles-Seattle 1100-mile route, maintaining a twelve-hour service between these coast municipalities. This unit of the Boeing System links the cities of Los Angeles, Bakersfield, Fresno, Oakland, San Francisco, Medford, Portland, Tacoma and Seattle, as well as intermediate points, with a rapid transit service that reduces the distance between the northern and southern Coast states to a matter of hours rather than days.

A Pacific Air Transport mail-passenger plane, with a cabin seating four passengers behind the powerful Hornet motor, leaves Los Angeles just before midnight and lands at Boeing field in Seattle twelve hours later. Overnight mail delivery between these and intermediate points, as well as the rapid passenger service, permits a greater efficiency in the conduct of Pacific Coast business affairs.

## Improved Service

Pacific Air Transport service is being constantly improved by operating officials of the Boeing System. Flying schedules are being steadily made faster, and the operating equipment is constantly improved. Following out a recent reduction of rates for the Coast flight and a revision of schedule involving a speeding-up of the time of flight, Boeing officials began the replacement of the Wasp motors in the P-A-T ships with Hornet engines, the latter being 100 horsepower greater than the Wasps.

Burbank, California, was the location selected for the erection of Boeing System's model airport which is to serve as the southern base for Pacific Air Transport activities, as well as other transport companies' operations. This airport, being built at a cost of one and one-half millions of dollars, will incorporate the most advanced of airport features, and will be one of the outstanding airports of the nation.

Instruction is to be started at Boeing's new School of Aeronautics at Oakland's airport on September 15. This is to be a veritable University of the Air, including unprecedented thoroughness of instruction in ground and flight phases of aeronautics. This school is the first of a number of Boeing schools which will be established in the future.

*Surely you are planning to attend the League's Convention in Oakland*

# San Francisco's Municipal Camp

By ASHLEY TURNER

FORMER President William Howard Taft, now Chief Justice of the United States Supreme Court once made a remark that not only was original but was pat. Visiting San Francisco he said: *"San Francisco knows how."*

To which a later generation has added: "And how!"

All of which leads up to the very patent truth that San Francisco does know how to do things in a big way.

In 1924 the San Francisco Playground Commission, thanks to the kindly and sympathetic and intelligent cooperation of the Board of Supervisors, established a municipal camp or summer recreation center at Mather, Tuolumne county. The camp was named Margaret Maryland, but is more generally known as Camp Mather.

The Playground Commission's camp at Mather is exceptional in many ways. Unlike many private resorts that are operated for revenue only, the San Francisco summer camp has

a chef that is a cook. Fred Atkinson, who has catered to the gastronomic wants of the thousands that each year spend two weeks or more at the camp, is an artist in the kitchen. He has the soul of an artist. Primarily he is a pastry chef, but he has sacrificed his bent for crullers, pies and cakes to the serving of soups, salads, roasts and stews. And his stews, should anybody inquire or be interested, are poems of the gourmet's dream.

And, like any other artist, he appreciates an encore. The encore consists of "bringing the plate back and, like Oliver Twist, asking for more."

Chef Atkinson is assisted in his

of partiality. Rich man and poor man are an equal at the San Francisco Playground Commission's camp. The boys don't accept tips. They do their work and have time to be courteous.

The rating a man may have in Bradstreet's means nothing to them. They treat all alike.

Responsible for all this is the manager of the camp, Norman R. Center. He has been in charge of the camp for three years. During his regime the camp's popularity has grown so large that it is only a question of time — perhaps next season — when those who wish to take advantage of the ridiculously low prices of the San Francisco camp, will have to put in their applications weeks in advance.

Before I leave the subject of the management of the camp, let me pat, once or twice, the broad shoulders of Norman Center. He is a man. Everybody respects and admires him for his splendid executive ability and his sense of humor. And he

also is admired for his sense of fairness. He treats everybody alike.

## The Senator's Sausage

James D. Phelan, former United States Senator, beloved and respected by everybody in California, visited the camp on one occasion of which this writer has knowledge. Senator Phelan arrived in camp without ostentation. And without ostentation he remained in camp two days. He took part in the

## CAMP MATHER HIGHLY PRAISED

UNITED STATES DEPARTMENT OF AGRICULTURE  
FOREST SERVICE  
CALIFORNIA DISTRICT

ADDRESS REPLY TO  
DISTRICT FORESTER  
AND REFER TO

L  
Recreation

Miss Alicia Mosgrove,  
San Francisco Playground Commission,  
376 City Hall,  
San Francisco, California:

Dear Miss Mosgrove:


In accordance with your kind invitation, I stopped over at the San Francisco Municipal Recreation Camp for a day or so and had an excellent opportunity to investigate your entire layout at this Camp.

I was very agreeably surprised at the excellent accommodations that are furnished San Franciscans at so low a price, and consider that the camp is being excellently managed by Mr. Center. I also had an opportunity to see the good work that is being done by Miss McGroovy. She certainly keeps things moving with the old folks as well as with the children. I have visited all of the municipal recreation camps in California, and at none of them have I found a more contented lot of guests or seen better food served.

Mr. Center explained to me his views in reference to further development of the camp, and I believe that he has sized up the situation in an excellent manner. If I can be of service to your Commission in giving information or suggestions about the future development or operation of this camp, I shall be glad to do so upon request.

Very sincerely yours,

*J. A. Barlett*  
Assistant District Forester.



FERRY BUILDING  
SAN FRANCISCO, CALIF.

August 2, 1929

kitchen—a model for cleanliness and efficiency—by an able corps of second cooks, pastry chef and steward. The kitchen is operated efficiently, smoothly and, praise be, cleanly.

## Splendid Personnel

In the dining room and in the grounds of the camp are employed splendid American boys. They do their work with a smile and they serve everybody without the slightest show

camp fire. He pitched a game of horseshoes with a City Hall janitor and bought cigars when he got defeated.

### Senator Stood in Line

Senator Phelan stood in line—with the rest of us—to get his breakfast. He carried his own tray and he got the same food as the rest of us. Chef Atkinson served sausage—country sausage—that morning. Senator Phelan relished it. He went back to get another helping. He was hungry. Everybody gets that way at Camp Mather.

Senator Phelan inspected the camp. He spoke kindly of the boys that served him so well. And he pledged his hearty support to any move to enlarge and improve the camp.

I have spent my vacation at Camp Mather each year for three years. I only heard one person criticize the place. That man thought he should have more service.

A bank cashier, the head of a bond house, a millionaire and a plumber have come to me and told me that at Camp Mather they spent the most enjoyable vacations of their lives. Could the Waldorf Astoria ask for more praise?

### Ideal Location

One is delighted immediately upon entering Camp Mather. The camp is



NORMAN R. CENTER  
Official Host and Manager at Camp Mather

situated on a most beautiful plateau. Trees of many kinds, yellow and white pine, firs, cedars, oaks and whatnot give the camp beauty and shade.



## JAMES D. PHELAN

*President.*

*Playground*

*Commission.*

*Through his  
hearty support.*

*Camp Mather.*

*one of the most  
delightful outing  
spots in America,  
has been enlarged  
and improved.*



The water supply is not to be excelled anywhere. The camp has an elevation of 4500 feet and the drinking water for the camp comes from a mountain spring 1500 feet higher. The water is ice cold, and pure.

### Points of Beauty

Surrounding the camp are points of beauty and interest. The famous O'Shaughnessy Dam—Hetch Hetchy—is less than ten miles away. Then there is Inspiration Point, Aspen Valley, the Tioga Road, Yosemite and interesting creeks and rivers where one may fish—and catch them—within an easy riding distance.

### Many Trout Streams

Lake Laurel, Lake Vernon, Lake Harden, Lake Eleanor and, in fact, scores of lakes and streams where fish may be caught—gamey, beautiful trout—are within convenient distances from the camp.

### Fountains of Life

As John Muir very aptly said: "Thousands of tired, nerve-shaken, over-civilized people are beginning to find out that going to the mountain is going home; that wild-

ness is a necessity; and that mountain parks and reservations are useful not only as fountains of timber and irrigating rivers, but as fountains of life."

Aside from the swimming, hiking, fishing and other outdoor sports, there are games and tournaments, whist and bridge, masquerade dances, amateur theatricals or impromptu song and story around the great circle of the evening camp fire—or just lazy days with a book in a hammock and quiet, cool evenings.

### What! No Soda Water?

Nobody tries to make money at Camp Mather. Children spend two weeks without asking for soda water—though soda water and ice cream are sold at the camp's store. The spirit of the great outdoors grips everybody that visits the San Francisco Playground Commission's summer camp. Everybody is an equal and everybody is happy.

I know of a boy, 6 years old, that spent two weeks at Camp Mather without being spanked once.

Can that record be beaten?

Oakland is the place—October 7 to 11 the dates. League's Convention is the attraction.

# Southern California Association of City Clerks, Auditors, Assessors and Treasurers

Ventura, California, August 17, 1929

By RUTH E. MEILANDT, *Secretary-Treasurer*

## Barbecue

AT 11:30 a.m., members of the Southern California Association of City Clerks, Auditors, Assessors and Treasurers and their guests assembled at the Ventura City Hall, and proceeded in a caravan to Seaside Park where a Spanish barbecue arranged by Ruth E. Meilandt, City Clerk, and prepared by John A. Lagomarsino, Manager of Ventura Branch of Bank of Italy, was served. Ventura County has a reputation for fine barbecues and this repast was a credit to the reputation.

There were 176 members and guests present representing thirty-one cities, the largest attendance recorded as yet in the history of the organization.

## Mayor Welcomes Guests

Mayor George A. Randall of Ventura welcomed the association to Ventura on behalf of the city, assuring the visitors that the city was happy to act as host for the day. Ivan A. Swartout, Secretary of the Division of Clerks, Auditors, Assessors and Treasurers of the League of California Municipalities responded to Mayor Randall's welcome.

David J. Reese, President of the Ventura Chamber of Commerce and State Civil Service Commissioner, was next presented and he extended a welcome on behalf of the Chamber of Commerce. His address was eloquent and witty, during which all the beauties and merits of the city were extolled. Senator Frank F. Merriam of Long Beach was called upon by President J. Oliver Brison to respond to Mr. Reese's address, and his response was equally entertaining and humorous.

## Miss Bustos Entertains

To lend the proper atmosphere for the occasion, Miss Mary Bustos was next introduced. Mary is a little Spanish girl of whom Ventura is very proud. She has great beauty and charm, a vivid personality, and she entertained the group with a number of Spanish songs. Nick Hearne, Jr., District Manager of the Southern California Edison Company, accompanied Miss Bustos.

As the attendance was so great, time



RUTH E. MEILANDT

did not permit individual introductions; however, at the request of President Brison, officials from the visiting cities other than direct members of the association, stood and made their presence known. Mr. Brison thanked these officials for their interest and requested continued attendance at future meetings. There were a number of special guests present, who were introduced by President Brison, among whom were Frank C. Merritt, City Clerk of Oakland, William J. Locke, Executive Secretary of the League of California Municipalities, Hugh R. Pomeroy, City Planner, Merle J. Rogers of Ventura, James I. Tucker, U. S. C., Emery E. Olson, U. S. C., L. T. Mott, State Housing Commissioner, and Louis A. Griley, South Gate Chamber of Commerce.

## Session at Convention

President Brison announced that arrangements were being made to have a session of this Association during the Convention of the League of California Municipalities at Oakland, after which, George H. Cooper, City Clerk of Signal Hill extended an invitation to the Association to meet in his city on November 16.

On behalf of the Association, President Brison thanked Mr. Lagomarsino and his crew of able chefs, the Boy Scouts, members of the Fire Department, and all who assisted in contributing to the success of the barbecue.

Councilmen Harold E. Albro, Leonard R. Barr, T. E. Cunnane, and L. A. Durfee of Ventura were introduced and a vote of appreciation was extended to them and to Mayor Randall for their hospitality to the Association.

## Business Meeting

After the barbecue, the meeting was adjourned to Foster Park, a beautiful forest reserve, six miles north of the city of Ventura, and the business meeting was called to order by President J. Oliver Brison in the Foster Park Memorial Bowl. The bowl is a unique and attractive structure, built into the side of a wooded hill, and surrounded by huge oak trees and ferns, providing a very comfortable as well as beautiful setting for the business session.

## In re—Program for Convention.

Ivan A. Swartout of San Fernando brought up the matter of the program for the section of Clerks, Auditors, Assessors and Treasurers at the League Convention to be held in October, and urgently requested that suggestions be made by the various officials regarding topics which should be discussed. He asked that the Secretary request suggestions from members of the association not in attendance at this meeting. A message from Eugene Smith, City Clerk of San Rafael, and president of the State Division of Clerks, Auditors, Assessors and Treasurers, was read by Mr. Swartout, expressing his regret at his inability to attend the meeting, and requesting cooperation in the arrangement of the program. M. L. Birnie, City Clerk of Chino, suggested that the subject of Scientific Assessing be included in the program. George Wood, Controller of Accounts, Pasadena, requested that arrangements be made for a luncheon or dinner meeting of all Clerks, Auditors, Assessors and Treasurers of the State, during this convention.

**In re—Gavel for League.** Ruth E. Meilandt, City Clerk of Ventura, exhibited a gavel which had been made by the Peoples Lumber Company of Ventura. It was fashioned from cedar, maple and walnut, beautifully inlaid. She suggested that same be presented as a token of loyalty and appreciation from the association to the League of California Municipalities at the convention in October, requesting if it be the pleasure of the association, that an appropriation be authorized from the funds of the organization for the proper inscription plate. Upon motion duly made, seconded and carried, such an appropriation was authorized.

*Are you coming to the League's Convention in Oakland, October 7 to 11?*

**In re—Frank C. Merritt-Oakland Convention Program.** Frank C. Merritt, City Clerk of Oakland, informed the group of the tentative program of the League of California Municipalities Convention to be held in October, disclosing the major events as proposed. He stated that committees had been appointed to look after every detail and requested the cooperation of all the members of the association in making suggestions for the programs of the various divisions. He also suggested that particular interest be taken by the officials in submitting exhibits from the various departments, the exhibits to consist of forms which have been drafted to simplify work, and which are working for a more complete efficiency and satisfaction. Mr. Merritt's complete discussion of the proposed program and of the attractions offered by the Convention city, was thoroughly enjoyed by all. Mr. Merritt has been appointed by the Oakland City Council as General Chairman of the Convention, which fact alone is enough to assure its success.

**In re—William J. Locke, Speaker of the Day.** President Brison next presented William J. Locke, Executive Secretary of the League of California Municipalities, who spoke on the topic "The League of California Municipalities and its Future." Mr. Locke pointed out the importance of city government when compared to national and state government, and told of the value of a league of the governing municipalities. He described the formation of the League some thirty-one years ago, under the guidance of H. A. Mason, who is still associated with the League as its Secretary-Treasurer. According to Mr. Locke, who has been the Executive Secretary for the last twenty-two years, the demands on the League have grown to great proportions. The League has been instrumental in securing desired legislation for the municipalities and has been of great assistance in many ways. During the existence of the League, the work has been generally handled by the Executive Secretary, who has been employed as a part-time official. Mr. Locke pointed out the need for a full-time Executive Secretary, stating that his experience had qualified him to act as such, and signifying his willingness to accept the added responsibilities in the event such an arrangement is made. The League has been a successful organization, and it is difficult to realize its possibilities. It is recognized as a necessary factor, and has the complete confidence of the Governor of our State, according to Mr. Locke. The support of all officials and a large attendance at the coming convention was stressed.

Mr. Locke's talk was very informative and complete and the appreciation of the association for his attendance at the meeting was extended to him. This feature marked the close of the activities for the day.

Preceding adjournment, the appreciation of the Association was shown by a rising vote of thanks to the City of Ventura, Ruth E. Meilandt, City Clerk, and the speakers for their efforts in having presented one of the most successful meetings of the association.

Those who were in attendance, are listed as follows:

**Alhambra**—A. F. Stockburger, City Manager; Miss E. L. Stockburger, guest; Miss Helen Bagley.

**Anaheim**—Chas. A. Boege, City Treasurer; Mrs. Chas. A. Boege, guest; William J. Lake, Deputy Controller; Mrs. William J. Lake, guest.

**Burbank**—W. H. Stroud, Councilman; Mrs. W. H. Stroud and two children; Harry H. Coffman, Councilman; Mrs. Harry H. Coffman, guest; W. S. Patterson, City Manager; Mrs. W. S. Patterson, guest; F. S. Webster, City Clerk; Mrs. F. S. Webster, guest; William E. Smith, City Treasurer; Mrs. William E. Smith, guest; Mrs. June Whitehill, City Treasurer's Clerk.

**Chino**—M. L. Birnie, City Clerk; R. H. Cattle, guest.

**Compton**—R. B. Hedrick, City Treasurer; Mrs. R. B. Hedrick, guest; Daisy Ball, Assistant City Clerk; Howard Ball, guest; Mrs. Maude Hecock, City Clerk; R. W. Hecock, Motor Officer.

**El Segundo**—Victor D. McCarthy, City Clerk; Mrs. Victor D. McCarthy, guest.

**Fillmore**—C. Arrasmith, City Clerk and Manager; E. M. Hume, Chief of Police.

**Glendale**—J. W. Charleville, City Manager; Mrs. J. W. Charleville, guest; Jack Albers, City Engineer; Mrs. Jack Albers, guest; Glenn E. Chapman, City Clerk; Blanche H. Gartley, City Treasurer; H. R. Stevenson, Deputy City Clerk; Joana Heeb, Deputy City Clerk; Josephine Ritten, Deputy City Clerk.

**Hermosa Beach**—S. D. Samson, City Treasurer; David Samson, guest; Mary Samson, guest; J. A. McMillan, councilman.

**Huntington Park**—W. P. Mahood, City Clerk; Will Phillips, Water Superintendent.

**Inglewood**—Harry R. Spaulding, City Treasurer; Mrs. Harry R. Spaulding and two children.

**Long Beach**—G. L. Buck, City Manager; Mrs. G. L. Buck, guest; Harold E. Buck, guest; J. Oliver Brison, City Clerk; Mrs. J. Oliver Brison; Councilman Frank H. Church; Ralph E. LoRantz, Councilman; R. W. Jones, Councilman; George A. Ward, Councilman; John G. Spielman, City Assessor; Miss Leah Smuck, Deputy Assessor; William A. Vandecar, Deputy Assessor; Mrs. William A. Vandecar, guest.

**Lynwood**—Alice M. Rutter, City Treasurer; Beverly Rutter, guest.

**Montebello**—Oscar Sagel, Auditor; Mrs. Oscar Sagel; Mayor W. H. Cook; Mrs. W. H. Cook; L. G. Herr, City Manager; Mrs. L. G. Herr.

**Monterey Park**—A. W. Langley, City Clerk; Mrs. A. W. Langley and son.

**Oxnard**—Frank B. Pettis, City Clerk; Mrs. O. E. Pike, Deputy City Clerk; Hilda Vavrin, guest.

**Pasadena**—B. H. Rhodes, City Treasurer; Mrs. B. H. Rhodes, guest; Robert M. Lawson, C. P. A.; Mrs. Robert M. Lawson, and two children; Bessie Chamberlain, City Clerk; George Wood, Controller of Accounts; Ruby Wood, guest.

**San Fernando**—Ivan A. Swartout, City Clerk.

**Santa Monica**—C. J. Chamberlain, Planner; Mrs. C. J. Chamberlain, guest.

**Santa Paula**—M. G. Demarest, City Clerk; Mrs. M. G. Demarest, Deputy City Clerk.

**Seal Beach**—Mrs. Ollie B. Padrick, City Clerk.

**Signal Hill**—George H. Cooper, City Clerk; Mrs. George H. Cooper, guest.

**South Gate**—H. C. Peiffer, City Clerk; Mrs. H. C. Peiffer, guest; F. W. Munson, City Clerk; Mrs. F. W. Munson, guest.

**Torrance**—A. H. Bartlett, City Clerk; Polly I. Bartlett, guest; Jessie D. Bartlett, guest; H. H. Dolly, City Treasurer; Mrs. H. H. Dolly, guest; Mrs. George W. Lawrence, guest.

**Tujunga**—Bertha A. Morgan, City Clerk; Flora A. Morgan, guest; Earl C. Brunner, Chief of Police; Louise E. Brunner and son; John O'B. Bodkin, Councilman; Mrs. John O'B. Bodkin, guest.

**Ventura**—George A. Randall, Mayor; Harold E. Albro, Councilman; Leonard R. Barr, Councilman; T. E. Cunnane, Councilman; L. A. Durfee, Councilman; Myles A. Robinson, Water Superintendent; Mrs. Myles A. Robinson, guest; Walter J. Fourt, City Attorney; Mrs. Walter J. Fourt, guest; Sanford D. Butts, City Treasurer; Daisy H. Bise, Deputy City Treasurer; Roscoe and Chester Bise, guests; Thos. H. Meilandt, Judge of City Court; H. R. Morris, City Assessor; Mrs. H. R. Morris and son, guests; D. C. McMillan, City Engineer; Mrs. D. C. McMillan, guest; Carl Froerer, Engineering Department; Mrs. Carl Froerer, guest; Fred Marburg, Court Clerk; George W. Dawson, Traffic Officer; Clarence Mattson, Chief of Police; George L. Johnson, Motor Officer; Mabelle K. Mercer, Deputy City Clerk; E. Sydney Mercer, guest; Edna M. Guse, Clerk, Water Department; W. M. Gill, guest; Martha Robinson, guest; Mary Hahn, Fire Department; Maybelle Meacham, guest; Estelle Roberts, Engineering Department; Marian Miller, Billing Clerk, Water Department; Nell Hawley, Cashier, Water Department; Paul Cassidy, Collector, Water Department; Diggie Lien, guest; H. A. Johnson, Fire Chief; Mrs. H. A. Johnson, guest.

#### Special Guests

William J. Locke, Executive Secretary, San Francisco; George H. Allen, General

Manager Pacific Municipalities, San Francisco; Frank C. Merritt, City Clerk, Oakland; Emery E. Olson, U. S. C., Los Angeles; James I. Tucker, U. S. C., Los Angeles; Hugh Pomeroy, City Planning Commission, South Gate; Mrs. Hugh Pomeroy, guest, South Gate; Senator Frank M. Merriam, guest, Long Beach; Mrs. Frank M. Merriam, guest, Long

Beach; J. S. Frederick, Security-First National Bank, Los Angeles; Mrs. J. S. Frederick, guest, Los Angeles; L. C. Grant, Foster-Kleiser Company, Los Angeles; L. T. Mott, State Housing Commissioner, Los Angeles; Louis A. Griley, President South Gate Chamber of Commerce, South Gate; Mrs. Louis A. Griley, guest, South Gate; David J. Reese, Civil

Service Commissioner, Ventura; John B. Wallace, Secretary, Chamber of Commerce, Ventura; Merle J. Rogers, attorney, Ventura; Miss Mary Bustos, guest, Ventura; Nick Hearne, Jr., District Manager, Southern California Edison Company, Ventura; Miss Olive Frew, guest, Ventura; B. F. Johnson, Ventura Free Press, Ventura; G. Brayton Weider, Ventura County Star, Ventura.

## HEALTH OFFICERS WILL MEET IN OAKLAND

The regular annual meeting of the health officers of California will be held in Oakland, October 7-11, 1929. This meeting will be held, as usual, in

conjunction with the annual convention of the League of California Municipalities. All sessions will be held in the Hotel Oakland.

The program, which is now in course of preparation, will cover many important problems in public health ad-

ministration in California communities. It is doubtful if the state has ever before been faced with so many health problems related to the importation of communicable and infectious diseases from other countries. The importation of epidemic meningitis from oriental ports is an important problem which has recently troubled many health officers throughout the state. It is essential for the protection of community health that health officers be fully advised of these diseases and of the safeguards that may be erected against their invasion. For these reasons alone a conference at the present time is of the greatest importance.

## Round Table Discussions

It is the intention of the program committee to provide a large number of round table discussions in which health officers will have opportunity to exchange opinions in methods of reaching practical solutions of many common and perplexing everyday problems in public health administration.

## SAFETY CONGRESS TO MEET IN CHICAGO

The largest and the most illustrious group of persons who have ever assembled in the United States in the interest of accident prevention and life conservation will meet in Chicago from September 30 to October 4, at the sessions of the Eighteenth Annual Safety Congress.

In the total, at least 7000 persons are expected to attend this national conference on safety. This number will include 354 selected speakers, for the 41 separate program divisions and 125 sessions of the Congress. These delegates and these special speakers will represent every state of the United States and a number of foreign countries.

The sessions of this Congress will represent, in fact, a condensed university course in practical safety education. The speakers will include the leading national and world authorities in this field. The speakers and delegates will also include leaders of organized local safety groups in all parts of the United States. For example, 60 cities of the United States maintain active local safety organizations under trained leadership.



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# Southern Pacific



F. S. McGINNIS  
Pass. Traffic Mgr.  
San Francisco

# Garage Zone Laws

**A**TACKLING present-day garage and zoning laws as obsolete and looking to motor terminals as the solution of the parking problem, Paul G. Hoffman outlines in the current Street Traffic Bulletin of the National Automobile Chamber of Commerce a program for municipal action. Mr. Hoffman is a member of the Street Traffic Committee of the automobile organization.

Everyone talks of the parking problem as though it were permanent and insurmountable, says Mr. Hoffman. The problem is far from insuperable. It can be met by intelligent action, first in regulating parking so that the maximum use can be secured from curb parking; second, through the construction of parking lots or garages.

The unintelligent prohibition of parking merely results in depriving the public of what appears to them a necessity and a right. Reduced to its ultimate absurdity, a thorough no-parking policy would compel a man to stay continuously in his motor until the end of time, once he had gotten started. That, to be sure, is just what happens in the business centers of the city under present circumstances.

Regulation should, of course, have as its objective the maximum use of the existing curb space for the benefit of the citizens of the city as a whole and the merchants of the territory under regulation in particular. But even the most intelligent parking regulation falls far short of meeting the problem of terminal facilities for the motor car.

From now on more thought must be given to supplying a stopping place for motor cars in shopping areas. In spite of all the statistics which have been compiled, the merchants rightly maintain that they want motor trade and they want their stores accessible to the motoring public. This fact has given rise to much of the opposition of merchants against any and all forms of parking prohibitions.

Parking regulations will never be genuinely effective until adequate and economical terminal facilities are available.

## What Needs to Be Done

Several changes are necessary in the present scheme of affairs to bring about a satisfactory condition. These may be listed as:

1. Revise zoning laws to permit garages where needed.

2. Revise garage building laws to remove unnecessary restrictions.

3. Have the City Plan Commission designate regions where garages are needed.

4. Have merchants agree on municipal or community support for provision of enough garages at proper terms.

In cities of less than 100,000 population there is usually little need for drastic action, but I would suggest that the small cities will find it commercially valuable to provide parking lots for visitors if there is a shortage of garage space.

## Zoning Difficulties

Let us examine these four fundamentals which affect parking possibilities today. We find, first of all, that many cities have on their books old-fashioned zoning rules which will not permit a garage in certain business areas because of the supposed fire risk or in certain residential areas because of the theoretical hazard to property values. The underlying reason for these requirements is that they were put on the statute books at a time when the garage was usually a made-over stable, unattractive in appearance and poorly designed.

Real estate men are finding these laws a nuisance with respect to residential sections because it is difficult to rent apartments in regions where there is no nearby garage accommodation. These zoning laws could properly be remodeled to permit modern parking hotels to be erected under proper specifications.

## Old-Fashioned Specifications

The specifications which are on the statute books in many cities with respect to garages are of a nuisance nature and not practical. It is reasonable to require certain standards with respect to attractiveness of architecture. It is proper to have fireproof construction, but the requirements for double-thickness walls and other arbitrary standards are not essential. I would suggest that a committee of engineers of the building industries draw up a set of standards which could be considered reasonable, reaching an agreement with the engineers of the larger cities.

We have reached the point of American city progress, however, where it is not enough to rely upon chance enterprise for the building of motor terminals. We do not think of tolerating a condition where toll

roads would be privately operated and laid out according to the whim of an individual builder. Our streets in every city are laid out with respect to some kind of a plan, however meager, and usually according to some plan which has been developed at a great deal of thought and expense. These streets are built for the use of transportation, and yet we are leaving to chance the entire question of where vehicles may stop when they are not in movement. It is possible for the merchants and other public-spirited citizens in every community to get together with the Department of Public Works and the City Plan Commission to lay out those points in the city which need garage accommodation.

## Financing Public Facilities

The public has always resented the restriction of the parking use of the street, even for a limited period of time, in order that private garage operators might prosper. It is probably more economical for everyone concerned to have cars stored in designated parking areas, except when making short stops, than to have them using street space. As soon as we see the problem as a comparison between street space and storage space we begin to recognize that the storage problem is an entirely public one and one in which the municipality is inevitably concerned.

If the all-day parker were compelled to go to a municipal garage, even if he paid a small fee he would not have a ground for complaint because the revenue would come back to him indirectly in his function as taxpayer. J. G. McKay, director of traffic in Cleveland, said at the recent meeting of the United States Chamber of Commerce that parking space in back-lot areas at municipal cost may come to be recognized as much a municipal job as the building of four-lane streets.

It may be that municipal ownership and operation of parking garages would not be the ideal method in many situations. It might be preferable to have these enterprises operated by the concessionaires with profits returnable to the city. Under such circumstances the business ability of the concessionaire often makes that type of management more profitable for all concerned than municipal management. The essential point in the situation is that retail trade, industry and the general public have a definite stake in seeing that there are parking accommodations available at minimum cost.



# Station UNI,

*"Dad" Mason broadcasting*

## AVAILABLE INFORMATION

A FEW days ago I was entertained by Professor S. C. May, who is at the head of the Department of Public Administration of the University of California, Berkeley. He took special delight in showing me through the University Library, and particularly in pointing out to me the stacks wherein were arranged in perfect library order vast quantities of books, magazines, pamphlets and documents containing information respecting the administration of municipal affairs. He claimed

that it was the most complete collection of its kind in the state and one of the largest in the country. I have no reason to doubt his statement. Moreover, he asserted that the answer to almost any problem arising in the course of municipal administration can be answered by reading the printed matter there on file. The literature has been catalogued, classified and indexed so that all subjects can be found with a minimum of effort.

He is extremely anxious to have this information used by those who are seeking knowledge on the subject of municipal affairs, and he has expressed a sincere wish that public officials would avail themselves of the facilities which are there in store. There was

only one "if" in the way, and that was that the actual delving into the mass and the garnering of facts, the copying of statistics and data cannot be done by the staff employees, for it might take a day or two to answer one question; that work would have to be done by some one who represented the seekers after information.

I assured him of my desire to cooperate in the achievement of his ambition. To that end I hereby announce that if any city official who may be confronted with a problem whose solution requires a search of the available literature on the subject, will submit it to me, I will go over to Berkeley and do the best I know how to obtain the information. I am not doing much of anything just now and breathing the literary atmosphere of the University library might do me a world of good.

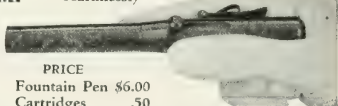
Professor May also escorted me through the library and exposed the knowledge of the world and my own ignorance. There, in one building, are more than one million pieces of literature and relating to every conceivable subject. What a paralyzer that must be to an egoist—one of those birds who thinks he knows it all. Stop and figure out how long it will take a member of the Bookamonth Club to read this library. As a microbe is to a man, so a man's knowledge is to the sum total of human wisdom.

\* \* \*

Took a trolley ride with stop-over privileges a week or so ago. This was

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Fountain Pen \$6.00  
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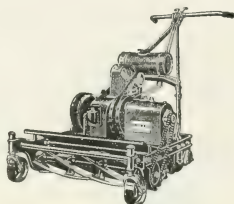
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to further a policy adopted some time ago which might be called a *Quest for New Ideas*. Ideas might be called seeds that emanate from human minds. Everybody has them to some extent. But they are of no value unless separated from their environment and planted in fertile ground where they can germinate and grow into realities. If found to bear good fruit then there should be a distribution of the seeds so that a crop may be produced that will be of benefit to mankind. That's an idea I have, not very original, and probably crudely expressed. However, I spent a very pleasant day. Met and talked with City Clerk Ross of Daly City, Councilman Hynding and City Attorney Colberd of South San Francisco, Councilman Maurer of San Bruno, City Engineer Thomas and Treasurer Blum of Burlingame, City Clerk Foster and City Manager Weisgerber of San Mateo and Councilman Stafford, City Clerk Price and City Manager Rolinson of Redwood City. Picked up some ideas along the line that concerned a number of subjects, such as delinquent street assessments, specifications for street lighting poles, city manager government, outfall sewers, engineering liability insurance, using emulsified asphalt for curing concrete pavements, assessment of so-called state property, harbor development and some others. I've made a mental record of all this information, and whenever there is an opportunity to pass it along, I shall be able to do so.

### Garbage Disposal

Some information is coming to hand concerning a system of garbage disposal that is being introduced in this country, having originated in Italy and is known as the Becarri system. Briefly it is a fermentation process and is said to be simple, inoffensive and somewhat profitable. Several plants have been installed in Florida, and since they have been in operation there has been quite a pilgrimage of city engineers and others, eager to inspect their workings. A city manager of one of the cities reports that he hasn't time to answer all the inquiries that have come to him seeking information. We know that garbage disposal has long been a problem with many of our municipalities, and anything that will help solve it will be welcomed. So here's hoping that the new idea will be helpful.

### Subdivision Control

City planners are realizing that one of their most important functions is that of controlling the laying out of subdivisions, and the need of some standardized plan of design for them

is obviously quite important. Recently, I was talking with a member of a city planning commission, and the subject came up. Incidentally, I remarked that I would like to have a design of a block that would contain the following features: No corner lots, uniform set-back line all around, sidewalks contiguous to the curbs, lighting standards on inside of sidewalks so that they wouldn't be so apt to be broken by vagrant automobiles, shade trees next to property lines, reservation through center of the block to carry wires, pipes, conduits, etc., a play space in the center of the block and as many other fixings as can be thought of. He gasped for a minute and then he com-

menced making some sketches. "By Golly—it can be done," said he.

Now do not think that I have suggested anything original. Every one of these features has been thought of before this. I've seen plans that embodied one or more, but I haven't seen one that included all of them. I would like to get such a layout. Moreover, I would like to get a collection of various designs and would publish the most deserving. Now you draftsmen, get busy!

\* \* \*

### Observant Ophelia

The office typist says: "I don't care who writes the laws so long as I can write the specifications."

# The Hotel Oakland

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*Convention Headquarters for*

**League of California Municipalities**

OCTOBER 7 TO 11, 1929

**Welcomes you at all times, and particularly to your  
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**One of America's distinctive hotels covering an entire  
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### THE CENTER OF OAKLAND'S BUSINESS AND SOCIAL LIFE

*Renowned for its comfort, service and cuisine at  
moderate rates*

**Management W. C. JURGENS**



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

## THE UNIFORM BUILDING CODE

AT this writing, September 4, the Pacific Coast Building Officials' Conference is holding a meeting in Portland, Oregon, to discuss certain proposed amendments and minor changes in the Uniform Building Code, and more particularly to stimulate interest in the code and to urge its more widespread adoption.

It has taken eight years to put the code in its present shape and while it may not be perfect in every respect or meet all the requirements of every community, unquestionably it is a long step in the right direction and one that is bound to be productive of much good.

From a practical standpoint, and so far as the small cities are concerned, the building code would not have amounted to much if it were not for the statute which was passed in 1927, whereby building codes, electrical codes, plumbing codes and the like can be adopted by reference, without the necessity of publishing them in full in a newspaper. This statute was prepared and introduced by the legislative committee of the League, but its passage would not have been possible without the active help of the building officials' conference and the friends they were able to muster to its support.

So far as the writer has been able to learn, the uniform building code contains no provisions of advantage to any private interest or interests. In this respect it is pleasing to know that no improper influences entered into its make-up, and city officials may adopt it with security and confidence, and with the assurance that it has the unqualified support and approval of the State Housing Commission.

### Assessing Scientifically

This question has again come to the front by reason of having received the highest vote on the ballot recently taken for the choice of subjects for discussion at the Oakland convention. However, at a conference held a few

weeks ago in the Los Angeles City Club for consideration of the program, it developed that the title "Assessing Scientifically" has a double meaning, and while in the minds of many officials was understood as referring to the assessment of property for taxation purposes, others were laboring under the impression that it referred to the making or spreading of assessments for street improvements. In view of that fact it was agreed that it would be desirable to discuss both questions, although it is generally understood that the matter of spreading assessments for street improvements depends largely, if not almost entirely, on local conditions.

\* \* \*

## MEETING IN THE LOS ANGELES CITY CLUB

On August 16 a meeting was held in the Los Angeles City Club to discuss subjects and speakers for the approaching Oakland convention. Among those present were the following: William J. Locke, State Secretary, San Francisco; Gordon Whitnall, City Planning Director, Los Angeles; J. W. Charleville, City Manager, Glendale; J. C. Albers, City Engineer, Glendale; Richard C. Waltz, City Attorney, Beverly Hills; George H. Allen, Manager Pacific Municipalities, San Francisco; C. J. S. Williamson, Planning Commissioner, Santa Monica; Charles H. Cheney, City Planner, Palos Verdes Estates; Clyde Woodworth, City Attorney, Inglewood and El Segundo; W. T. Knowlton, Sanitary Engineer, Los Angeles; John R. Berryman, Jr., Associate Counsel Auto Club of Southern California, Los Angeles; Nowland M. Reid, City Attorney, Long Beach; S. C. Evans, Board of Public Utilities, Riverside; A. N. Mul-

ter, Mayor of Arcadia; O. R. Benedict, Mayor of Huntington Park; Bryant Hall, Regional Planning Commission, Los Angeles County; Morris S. Siegel, Executive Assistant, Los Angeles City Health Department, Los Angeles; James H. Mitchell, City Attorney, Burbank; W. J. Sanborn, City Council, Los Angeles; A. E. Stockburger, City Manager, Alhambra; Frank C. Merritt, City Clerk, Oakland; Thomas F. Cooke, City Council, Los Angeles; Milton Bryan, Executive Assistant, City Attorney, Los Angeles.

At this meeting it developed that the question of dividing the gasoline tax among municipalities was still very acute. Colonel Cooke, Mr. Dunlop, Mayor Multer, Senator Davis and Gordon Whitnall participated in the discussion. City Attorney Mitchell addressed the meeting on the question of resolutions and strongly advocated a change in the Constitution which would provide for their more serious consideration.

Mr. Frank C. Merritt, City Clerk of Oakland, then told the conference of many of the features which the Oakland people had in mind for entertaining the delegates. Mr. Dunlop, who, by the way, was the last mayor of Hollywood before its annexation to Los Angeles, suggested a discussion of the question, "Referees' and Appraisers' Fees in Street Proceedings," saying that there had been a lot of dissatisfaction throughout the south resulting from the large fees charged for appraising.

Mr. Charleville, City Manager of Glendale, suggested the desirability of securing Colonel Charles Lindbergh to talk on "Airports and Aircraft" and in conclusion he and Mr. Whitnall were appointed on a committee to try to bring him to the convention.

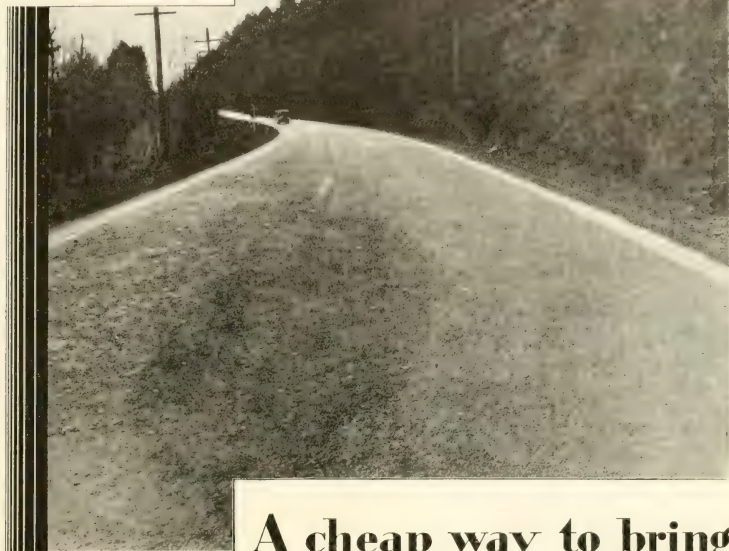
## QUESTIONS AND ANSWERS

Any official of a member city is entitled to make free use of this service. It is requested, however, that all questions of a legal character, first be presented to your City Attorney and be submitted with his sanction and approval. Unless considerable research is required, answers will be sent promptly.

**Question:** As a part of our Safety Program we have installed semaphores in front of each of the Public Schools. These semaphores are operated by two

students from the sidewalk. The direction of operation is in the hands of a third student who is also stationed on the sidewalk. This program for the

Multnomah County, Oregon. Pacific Highway. Old pavement resurfaced with non-skid asphaltic concrete in 1928



## A cheap way to bring your old pavements up to date

You don't have to scrap those old pavements, that are now too thin to withstand modern, heavy traffic. Just bring them up to date.

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Rain or shine, in any kind of weather, asphaltic concrete non-skid pavements are always safe. They've been adopted as

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Not only do you save money on construction, but on upkeep as well. Scores of asphaltic concrete pavements in the Pacific West States have given from 15 to 20 years of service with little or no upkeep costs whatever.

Why not investigate asphaltic concrete—before you pave?

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**CALOL  
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for best  
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*Asphaltic* **CONCRETE**  
**NON-SKID pavements**

entire city is under the supervision of a police officer who is detailed for that purpose only.

At a given signal the semaphores close the street. At a second signal, the pupils cross. When the street, in the judgment of the boy in charge, is clear, a signal is given and the street is again open.

The Board of Education desires to have your opinion on the following: In taking over this sort of traffic service, is the School Department liable in case an automobile fails to heed the signals, thereby driving through a closed street and injuring a child while crossing.

**Answer:** Your action in providing safety regulations for using the public streets involves the exercise of a governmental function, wherefore neither the city nor any of its departments can be held liable in case of accident. See *Brunson vs. City of Santa Monica*, 27 Cal. App. 89.

**Question:** Is it mandatory on the Board of Education to grant the use of school buildings for public meetings; if so, under what conditions?

**Answer:** In 1913 the legislature passed a statute which provided that every schoolhouse should be a civic center, where citizens of the respective public school districts may meet and discuss from time to time any and all subjects and questions which in their judgment, may appertain to the educational, political, economic, artistic and moral interests of the citizens of the respective communities in which they may reside. Lighting, heating, janitor service, in connection with such use shall be provided for out of the school funds of the school district. Such use of the said schoolhouses shall be granted free; provided, that in case of entertainments where an admission fee is charged, a charge may be made for the use of said schoolhouse.

In 1917 (1917 Statutes, page 741) the legislature amended Section 1613 of the Political Code so as to provide that "Boards of School Trustees and city Boards of Education are authorized to grant the use of school buildings or grounds for public, literary, scientific, recreational or educational meetings, or for the discussion of matters of general or public interest upon such terms and conditions as said board may deem proper."

The amendment to Section 1613 of the Political Code would probably be construed as an amplification or an enlargement of the provisions of the 1913 act.

**Question:** Is property in the name of the Veterans' Welfare Board, acquired after the first Monday of March, subject to taxation?

**Answer:** According to the decision of our Appellate Court handed down in 1911 in the case of *Santa Monica vs. Los Angeles County* (15 Cal. App. 710) "the lien for taxes assessed for that year attached upon such real property on March 1 of that year, regardless of its then ownership, and the subsequent acquisition of title thereto by the city could not affect such lien."

It is contended that this decision was in effect overruled by the case of *Smith vs. Santa Monica*, (162 Cal. 221), which was decided by the Supreme Court a year later. However, the same question was not involved in this last case and the exact question

has not been squarely decided in this state. A reference to *Cyc.* of Law indicates that the Appellate Court decision first referred to coincides with decisions in other parts of the Union.

"When a constitutional or statutory provision exempting property from taxation goes into operation on a certain day in the year before the taxes for that year have been assessed, or before the day when by law they become a fixed charge on the property, the exempted property is free from the taxes for the current year; but it is otherwise when the assessment is completed and the tax books closed before the day when the statute takes effect." 37 *Cyc.*, 890.

## LOS ANGELES PLANS

(Continued from Page 368)

from Vermont Avenue, the street which passes the building. The tunnel enters the garage, which has a capacity of forty-two cars.

### Emergency Hospital

On the left as one enters the garage is a two-room emergency hospital so located as to make it readily accessible. On the right of the tunnel entrance is a large area set aside for the storage of properties. Immediately in front of the tunnel entrance within the building is a large freight elevator, capable of handling an elephant, if necessary, and lifting same to the level of the stage floor. The further, or north side of the garage, houses the transformers and other electrical equipment, adjoining which are several rooms, one to be used by the ushers and others, arranged as a kitchen and dining room, for the convenience of the cast. This idea was taken from the Pasadena Community House. The entire section along the west side of the garage provides public rest rooms and comfort station facilities for the convenience of the audience.

### Beneath the Stage

Beneath the stage are located the large dressing rooms for the chorus, adjoining which are costume rooms, sewing and cutting rooms and even a room where cloth may be dyed. The orchestra room and toilet accommodations are also located beneath the stage. The scenery rooms are located on either side of the stage and are about eighteen feet wide and fifty-four feet in depth. A large panel of the side wall, on either side of the stage, is so constructed as to permit its being revolved in such a manner as to allow large pieces of scenery to be easily moved onto the stage.

The stage floor, or first floor, as it is called, has a large reception lobby,

adjoining which is a business manager's office on one side and a production manager's office on the other. Four dressing rooms are also provided. A large rehearsal room, dressing rooms, organ and radio rooms occupy the second floor.

The structure is so designed as to permit the utmost efficiency in the presentation of any type of production, from symphony concerts to any form of pageant, even including a one-ning circus.

It is estimated it will require nine months for construction purposes, and unless something unforeseen develops, the summer of 1930 should see the theatre in use.

The estimated cost of the completed project is about \$150,000. The Board of Park Commissioners appropriated the balance over the \$120,000 available for the project.

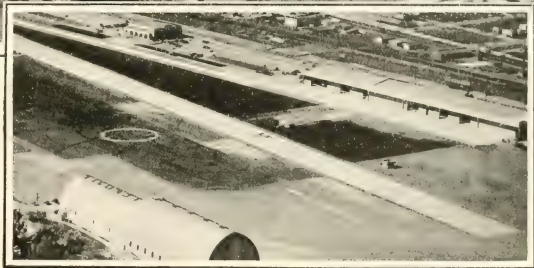
It is certainly the most unique in Greek Theatre construction and it will be very interesting to observe the many uses it will undoubtedly be put to.

## LAW SCHOOL DIRECTOR

Assuring free legal assistance to those in difficulty and in need of help, a legal aid clinic, introduced as an experiment last year, is to become a definite part of the Law School of the University of Southern California with the opening of the September semester, according to announcement of President R. B. von Klein Smid. John Bradway of Philadelphia, secretary of the National Association of Legal Aid Organizations, has been named as director. He will supervise the advanced law students in the handling of cases; they will work in cooperation with the bar, the courts, public officials and social agencies.



*Grand Central Air Terminal at Glendale, Los Angeles, Calif. The concrete runways is 75 feet wide, 3,000 feet long. This will be the western terminus of the 48 hour combined air and rail transport service to New York.*



## Some Airport Necessities . . . . .

Concrete paved runways are a necessity for every airport that handles regular mail and passenger service. Soft runway surfaces are dangerous for aircraft. Takeoff and landing speeds exceed those normal to motor cars and trucks on the finest paved highways.

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largely concentrated on the two wheels. Airports should have convenient and firesafe buildings for servicing and storing aircraft, and for the needs of passengers. Wide concrete paved streets and highways should connect the airport with nearby cities, so that valuable time gained by air transport may not be wasted by congested surface conditions.

Airports equipped with these necessities will attract business.

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# Recent Court Decisions,

COLLECTED and DIGESTED BY

**R.C. M'Allaster, Former City Attorney, Pasadena**

153. In the construction of a statute it is assumed that the legislator knew the existing laws and judicial decisions, and enacted statutes in the light of such decisions as have a direct bearing upon them.

In construing constitutional provisions the court will consider the course of legislation and judicial decisions prior to their adoption, the evils intended to be remedied and the history of the provisions.

Section 8½ of Art. XI, California Constitution, does not authorize the creation of separate police courts and municipal courts. The name given a court is not conclusive and its character depends on its jurisdiction.

A police court established by a city charter has all the jurisdiction of a justice court and the city justice court provided for by sec. 103 C. C. P. is abolished.

**Robertson vs. Langford**, 273 Pac. 150 (First Dist. Ct. of Appeal, Calif. Hearing denied by Sup. Ct. Feb., 1929).

154. Where the county clerk has charge of the registration records of a city it is his duty to verify the signatures to petitions proposing amendments to the charter of such city in view of section 8, Art. II of the California constitution.

A charter provision requiring the city clerk to make such verification is in conflict with the Constitution and void.

**Garver v. Williams**, 273 Pac. 604, (1st Dist. Ct. of App. Calif. Jan. 1929).

155. Where tax proceedings and deed refer to property by reference to a map without giving book and page where recorded, and there are two recorded maps showing the lot but the maps are identical, the description is not void for uncertainty. It is only where the maps differ that such a description is erroneous.

A description of property as "one-half of lot 12" is uncertain in that it does not designate which half. Tax proceedings and deed founded on such a description are void, and a tax purchaser does not become a tenant in common.

**Stewart v. Atkinson**, 273 Pac. 606, (1st Dist. Ct. of Appeal, Calif., Dec. 1928).

156. Where a statute authorizes an officer to adopt rules and regulations, such rules must be consistent with the statute. They may not enlarge or abridge its terms. A rule of the surveyor general requiring personal service of notices of applications for oil leases where only posting and recording is required by the act, is invalid.

The legislature may dispose of public property where this may be done without interference with a necessary public use. Chap. 303, Stat. 1921 as amended, authorizing the leasing of submerged tide lands for oil drilling is not unconstitutional.

**Boone v. Kingsbury**, 273 Pac. 797, (Cal. Sup. Ct. Dec. 1928).

157. A proviso exempting shops selling Kosher meats from provisions requiring butchershops to be closed during certain hours violates sec. 21, Art. I, of the California Constitution and is void.

The invalidity of the proviso does not affect the remainder of the ordinance as it does not clearly appear that the exception is so intimately and inherently related to the general provisions that the legislative body would not have enacted the former without the latter.

**Ex parte Hennessy**, 273 Pac. 826, (1st Dist. Ct. Appeal, Calif. Hearing denied by Sup. Ct. January, 1929).

158. Money collected from a special assessment district for specific purposes is held by the body authorized to organize and operate the district as trustees for the property owners and taxpayers, and may be expended only in the manner and for the purposes authorized by law.

If the project for which the assess-

ment is levied be abandoned, there is a failure of consideration and the taxpayer may recover in assumpsit. In such case the statutory method of recovering taxes illegally or erroneously levied, is not applicable.

Where the assessment was paid with penalties and costs to redeem the property from a delinquent sale, the payment was under duress. It may not be contended that the payment was not for the purpose of the district, but for a reconveyance and the property owner may recover the entire amount paid.

The statute of limitations will not bar a recovery sought within a reasonable time after knowledge of the abandonment is acquired.

Where part of the money collected was spent for work in the district without advertising for bids and awarding contract to the lowest responsible bidder, the expenditure was illegal and may not be offset against the demand of the taxpayer.

**Grimes v. Merced County**, 273 Pac. 839, (1st Dist. Ct. of Appeal, Calif. Jan. 1929).

159. A complaint alleged a conspiracy between a corporation and certain individuals residing and doing business in one county on the one hand and a municipality and its officers in another county on the other. The complaint was filed in the county where the private corporation and defendants were located.

Held that since the city and its officers were not the sole defendants they were not entitled to a change of venue to the county where the city was located.

**Richmond Terminal Corp. v. Parr Terminal Co.**, 273 Pac. 845, (1st Dist. Ct. of Appeal, Cal. January, 1929).

## FIRE FIGHTERS

The United States Forest Service has accepted the offer of twenty-five trained fire fighters of Pasadena Post, the American Legion, to serve in event forest fires start.

Dr. Thomas O. Luckett of El Centro, California, has been appointed City Health officer of that municipality to succeed Dr. F. A. Burger.



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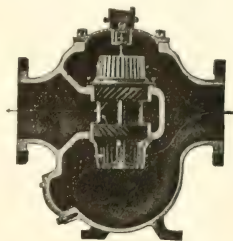
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# Reviews of Current Books and Reports

**Proceedings International Congress on Illumination, 1928, 1458 pp.** The Chemical Publishing Company, Easton, Pa., \$10.00. Application for copies should be made to the Illuminating Engineering Society, 29 West Thirty-ninth Street, New York, N. Y.

The proceedings of the International Congress on Illumination, 1928, includes the proceedings of the Seventh Plenary Session of the International Commission on Illumination held at Saranac Inn, N. Y., September, 1928, and also selected papers presented at the Twenty-third Annual Convention of the Illuminating Engineering Society. Theme subjects treated at length are Street Lighting, Glare Research, Motor Vehicle Headlighting, Distribution of Luminous Flux, Precision Photometry and Standards, Heterochromatic Photometry, Natural Lighting, Decorative Lighting, Vocabulary, Definitions and Symbols, School and Factory Lighting, Illuminating Research, Colored Sign Glasses, Diffusing Materials, Motion Picture Lighting, the I. C. I. Tour, general sessions reports and the results of an international survey on show-window lighting, home lighting, lighting education and aviation lighting practice. In all, the volume contains sixty-nine papers and reports by authors recognized as the leaders in illumination throughout the world.

**Governmental Purchasing**, by Russell Forbes, Secretary, National League, Harper Bros., publishers, New York City; 292 pages with appendices and bibliography.

This should be a very useful book to purchasing agents and to officials, generally, who have to do with requisitioning or purchasing materials, and it should be studied before instituting a centralized purchasing department.

The table of contents widens the scope of the work, the chapter headings being as follows:

General Aspects of Centralized Purchasing; Purchasing in State and Local Governments; Administration of the Purchasing Office; Standardization; Determination of Purchase Requirements; Purchase Negotiation; Contracts and Orders; Inspection and Testing; Storage and Stock Control Over Purchases.

The pressing demands of the taxpayers for economy and efficiency demand the application of approved practices in the purchase of the supplies required in the administration of public affairs. In the past, much public scandal has been caused by the use of purchasing power to reward political friends. There is always the temptation to officials to use this authority for their personal advantage. The time for that sort of business rapidly is passing. The larger cities now have established centralized purchasing and are saving money. The smaller cities can do the same. This book will tell you why and how to do it.

**Marriage Laws and Decisions in the United States**, by Geoffrey May, Russell Sage Foundation, New York, \$3.50. A manual which was prepared as a companion volume to *Marriage and the State*. It contains fifty uniform outlines treating individually the law of the several states, the law of the District of Columbia, and the Federal law as far as applicable.

**Wallace & Tiernan, Newark, N. J.**

The Sanitation of Swimming Pools. Profusely illustrated pamphlet descriptive of the sport of swimming. Recites the fact that the first public pool in America was opened in New York City in 1901. The swimming pool idea was slow to develop but through the efforts of the American Association for Promoting Hygiene and Public Baths, and in later years through the interest of the Amateur Swimming Associations, swimming pools have now become tremendously popular. Today hundreds of them are being constructed throughout the country and nearly every community boasts of a public pool. Municipalities interested in swimming pools should send for a copy of this pamphlet, known as Technical Publication No. 41.

**Chamber of Commerce of the United States, Washington, D. C.**

Inter-Chamber Fire Waste Contest, 1928. The Inter-Chamber Fire Waste Contest was begun in 1923 as a result of an awakening realization by business men of the tremendous waste annually resulting through fire to life and property. Awards in the Fire Waste contest were made April 29, last, in Washington, at a meeting of the National Council, held in conjunction with the seventeenth annual meeting of the Chamber of Commerce of the United States.

**Earnings and Working Opportunity in the Upholstery Weavers' Trade**; issued by the Industrial Research Department, Wharton School of Finance and Commerce, University of Pennsylvania. The study deals with the earnings and fluctuations in working time of weavers in the Philadelphia upholstery industry. The statistical data are compiled from weekly reports furnished by individual weavers over a period of two years.

**Alameda, California.**

Fiftieth annual report of the Board of Trustees and of the Librarian of the Alameda Free Library. Receipts during the year totaled \$40,922.87.

**Department of Commerce, Bureau of Standards, Washington, D. C.**

Report of the National Sew Thread Commission, revised as of 1928.

**National Committee on Prisons and Prison Labor, 4 West Fifty-seventh Street, New York, N. Y.**

The report of a committee appointed at a meeting of the National Committee on Prisons and Prison Labor, called to consider "The County Jail" and to plan what could be done to crystallize the present interest.

**The Twenty-first Annual Report of the Hydro-Electric Power Commission of the Province of Toronto.** A highly instructive report and gives the results of public generation, transmission and distribution of electrical energy. A necessary report to have by those who advocate public ownership.

**Municipal Activities of the City of Cincinnati.** An illustrated report of the year's progress.

**Annual Report of the Financial Transactions of California Cities and Counties.** Issued by the State Controller, Ray L. Riley. Contains very valuable matter.

**National Child Labor Committee, 215 Fourth Avenue, New York, N. Y.** A review of the work of the National Child Labor Committee from 1904 to 1929.

**National Education Association, Research Division, Washington, D. C.** The Principal and Progressive Movements in Education.

**Port of Seattle, Wash.** Sailings and shipping information issued by the Port of Seattle.

**National Fire Protection Association, 60 Battery March Street, Boston, Mass.**

Erle's Fire Prevention Campaigns. The fourth of a series of bulletins outlining tested activities for fire prevention committees of Chambers of Commerce and Safety Councils.

**Westinghouse Electric and Manufacturing Company, East Pittsburgh, Pa.**

Circular 1850, electrification of the Atlantic City, N. J., convention hall. The booklet, with many illustrations, describes the lighting scheme of the world's largest hall. The interior and the exterior flood-lighting, as well as the control system for all the lights, is explained and illustrated.

**Primary Elections.** By Charles E. Merriam and Louise Overacker. The University of Chicago Press, Chicago, Ill. \$3.

After twenty years of observation in seven states and candidacy for office in five primary elections, Mr. Merriam, with the collaboration of Dr. Overacker, has completely revised his book on primary elections. "For a number of years," he writes, "I have urged that a comprehensive survey of the nominating system be undertaken through a commission for such a purpose . . . there seems to be no immediate prospect that such a thoroughgoing investigation will be made. In the meantime I am submitting the results of my own observation and reflection." These come and annual observations from a man who knows not only the theory but the practice of politics as well.

**American Civic Annual.** Published by American Civic Association, Union Trust Building, Washington, D. C. \$3.

A record of civic advance, with a list of Who's Who in civic achievement. The purpose of the American Civic Association is the cultivation of higher ideals of civic beauty in America, the promotion of city, town and neighborhood improvement, the advancement of outdoor art, the preservation and development of landscape, the protection of the National Parks, the comprehensive planning of the Federal city and the education of the American people in the field of land-planning and land uses to the end of making the United States a better country in which to live, work and play. The accounts of actual civic achievement in the book's pages will prove of inestimable value to many individuals and communities throughout the country.

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

## Service Bureau

Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

Executives are requested to use the following coupon, enumerating their wants. Catalogs covering those wants will be sent by return mail.

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# Pacific Municipalities

Vol. XLIII

OCTOBER, 1929

No. 10



Oakland City Hall and members of City Council. (Above, left to right) Mayor John L. Davie and Frank Colbourn, Commissioner of Public Works. (Below) William H. Parker, Commissioner of Streets; Charles C. Young, Commissioner of Public Health and Safety, and Eugene K. Sturgis, Commissioner of Revenue and Finance.

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Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

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Thirtieth Year

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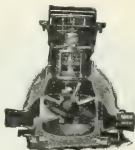
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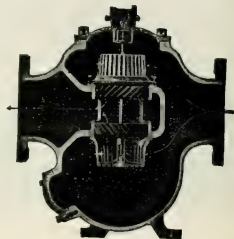
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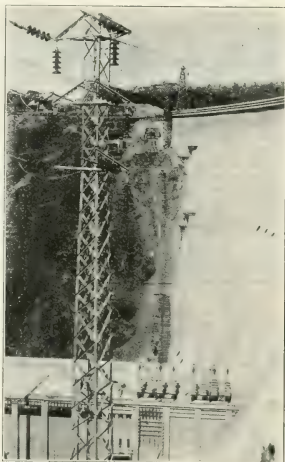
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The new law also makes such political sub-divisions responsible for damage caused by *any other* motor vehicle and resulting from the negligent operation of such vehicle by any officer, agent or employee acting within the scope of his agency or employment.

The law further provides that "the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political sub-division of the state, may *insure their liability*," . . . and the premium for such insurance shall be a proper charge against the respective general fund of the state, county, city or other municipal corporation or district.

For rates and other information, address the Company at its Head Office or consult our agent in your town.

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# EDITORIAL PAGE

## *The League's Annual Convention*

WHEN this issue of PACIFIC MUNICIPALITIES reaches you the Thirty-first Annual Convention of the League of California Municipalities will be under way in the great city of Oakland.

A glance at the convention program, covering seven pages in this issue, certainly should impress anyone with the importance of this year's League gathering.

If you are in attendance at the convention sessions you will find this the most momentous gathering in the history of the League.

The League of California Municipalities needs no introduction to you or your friends. Pre-eminently, it is recognized as one of the greatest constructive municipal organizations in America. Legislative enactments accomplished through the efforts of the League's Legislative Committees stamps the organization as one of outstanding prominence.

Pre-convention arrangements were handled by Oakland's capable and genial City Clerk, Frank C. Merritt, who was ably assisted by Mayor John L. Davie, the Oakland City Commissioners, Frank Colbourn, Charles C. Young, William H. Parker and Eugene K. Sturgis, and other city officers and committees from various civic organizations. All of these officers and citizens are entitled to much credit for the splendid manner in which they handled convention reception details.

PACIFIC MUNICIPALITIES takes considerable pleasure to remind you that Oakland is one of the fastest growing, one of the most progressive and one of the most habitable cities in the United States. Sight-seeing trips to which convention delegates and their visiting friends are invited, will bear out the assertion here made.

An impression of Oakland's unprecedented progressiveness is reflected in the series of interesting articles in this issue, those dealing with the East Bay Municipal Utility District, including the cities of Oakland, Berkeley, Alameda, Piedmont, El Cerrito, Emeryville, and other cities. Other municipalities may profit materially by perusing these comprehensive recitations of a district's successful struggle to acquire its own water system, pronounced one of the finest in the world.

Never before in its history has the League of

California Municipalities faced a brighter outlook. Only thirty-one years young and what a husky youngster! The proposed amended constitution, to be presented on the convention floor—(undoubtedly it will pass)—greatly will advance the League's standing.

The League of California Municipalities is proud of its official personnel. No organization, municipal or otherwise, ever has had the good fortune to benefit from the wide experience of such splendidly tried and true officers as President Bottorff, Executive Secretary Locke, Treasurer Mason and members, besides the officers mentioned, of the League's truly representative and capable Executive Committee, Dr. W. M. Dickie, J. W. Charleville, Miles O. Humphreys, Eugene W. Smith, H. A. Postlethwaite. Their every endeavor has proved for the betterment of the League.

\* \* \*

## *Garbage Revenue*

UNLIKE many municipalities, Sacramento has no garbage problems with which to contend. The collection and disposal of garbage and waste by the city has been the source of considerable revenue to Sacramento. Through the efforts of William McQuillan, superintendent, the City's Garbage Department has been put on a business basis. Mr. McQuillan, as pointed out by City Manager Kleugel in this issue of PACIFIC MUNICIPALITIES, attacked the problems of his department in a businesslike manner, forgetting to follow the old-line political methods that have ruined so many attempts at municipal administration of utilities.

During 1928 Sacramento had a net income of \$44,000 from garbage and waste disposal. The estimate for 1929 is placed at \$74,000. That revenue is derived from two sources. The city has a ten-year contract with the Sacramento Hog Company, which purchases wet garbage for hog feed at \$2.76 a ton, and the sale of waste paper. Since April 1 of this year the sale of waste paper has netted the city \$1150 each month. It is estimated that the annual income from this source alone will amount to \$13,500.

\* \* \*

PACIFIC MUNICIPALITIES—a magazine of municipal progress.

\* \* \*

Grade crossings mean deaths.

# OAKLAND

## QUEEN CITY OF THE AIR

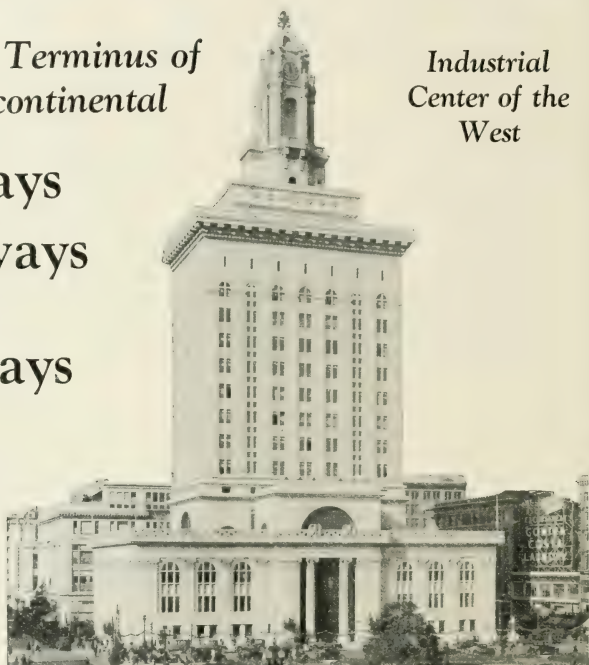
*Western Terminus of  
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*Industrial  
Center of the  
West*

**Airways  
Highways  
and  
Railways**

**Oakland as  
Host to the  
1929  
Convention**

of the



**League of California Municipalities**

*WELCOMES YOU AT*

# OAKLAND

**OCTOBER 7 to 11, 1929**



FRANK C. MERRITT

*General Chairman, City of Oakland Committee, Thirty-First Annual Convention, League of California Municipalities; City Clerk, Oakland; Past President of the League*

## CITY OF OAKLAND CONVENTION COMMITTEE

*Mayor*

JOHN L. DAHL

## COMMITTEE CHAIRMEN

*Publicity*  
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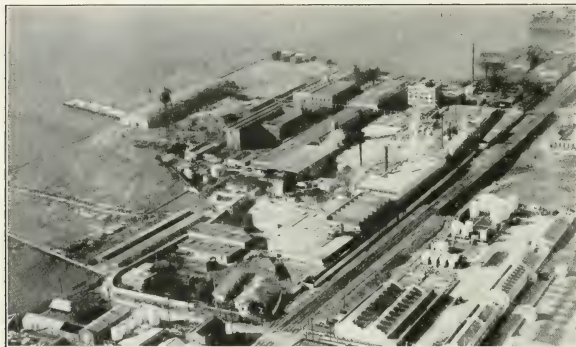
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FRANK COLBOURN

CHARLES C. YOUNG

WILLIAM H. PARKER



Airplane view of the 30-acre plant of  
The Paraffine Companies, Inc., at  
Emeryville, California

## TO ALL MEMBERS OF "THE LEAGUE OF CALIFORNIA MUNICIPALITIES"

We extend this  
cordial invitation . . .

IT IS no more than fitting that one of the Pacific Coast's pioneer industries be foremost in greeting you. For almost half a century The Paraffine Companies, Inc., has been at your service both in the matter of supplying your construction needs and in aiding in the solution of engineering and building problems of your particular municipality.

We now take pleasure in throwing open wide the doors of our 30-acre Emeryville plant . . . for your inspection. Arrangements to be made on the Convention floor.

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# League of California Municipalities

## OFFICIAL PROGRAM

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*Thirty-first Annual Convention*

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Oakland, October 7-11, 1929



### OFFICERS OF THE LEAGUE

H. C. BOTTORFF, Sacramento  
President

WM. J. LOCKE, Alameda  
Executive Secretary

H. A. MASON, San Francisco  
Secretary-Treasurer

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### EXECUTIVE COMMITTEE

W. M. DICKIE, Sacramento  
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MILES O. HUMPHREYS, Fresno  
EUGENE W. SMITH, San Rafael

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### OFFICE OF THE LEAGUE

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PROGRAM  
of the  
THIRTY-FIRST ANNUAL CONVENTION  
of the

# LEAGUE OF CALIFORNIA MUNICIPALITIES

to be held at

OAKLAND, CALIFORNIA, OCTOBER 7-11, 1929

*All Meetings Will Be Held in the Hotel Oakland, Thirteenth and Harrison Streets*

## GENERAL SESSIONS

### MONDAY MORNING, OCTOBER 7

8 to 9:30 a. m. Registration

ENTIRE BODY

Meeting in the Ivory Ballroom, Hotel Oakland

8 to 9:30 a. m. Registration

9:30 a. m. Sharp

The National Anthem

Music by the Band of the Oakland Fire Department

"I Love You California"

Opening Address—H. C. BOTTORFF, *President of the League of California Municipalities.*

Welcome to Oakland—HON. J. L. DAVIE, *Mayor of Oakland.*

Presentation of proposed amended constitution and reference to the Executive Committee.

Report of the Executive Secretary

Report of the Secretary-Treasurer

Report of the Committee on Division of the Gasoline Tax—ALLEN H. WRIGHT, *of San Diego, Chairman.*

Discussion led by Gordon Whitnall of Los Angeles.

Work of the California Committee on Public Safety—RALPH W. ROBINSON, *Chairman of the Committee on Adult Education of the Committee on Public Safety.*

LUNCHEON

### TUESDAY MORNING, OCTOBER 8

8 to 9:30 a. m. Registration

ENTIRE BODY

Meeting in the Ivory Ballroom, Hotel Oakland

9:30 a. m. Sharp

1. Appointment of the Committee on Resolutions. (Note—All resolutions should be presented directly to Committee.)

2. The Problem of Transportation in Cities—A. J. LUNDBERG, *President of the Key System Transit Company.*

Discussion led by Walter W. Cooper

3. How the Cities May Be of Help to the Railroad Commission—HON. WM. J. CARR, *Member of the Railroad Commission and former City Attorney of Pasadena.*

Discussion led by Preston Higgins, City Attorney of Oakland.

### WEDNESDAY MORNING, OCTOBER 9

ENTIRE BODY

Meeting in the Ivory Ballroom, Hotel Oakland

9:30 a. m. Sharp

1. Bridging the Gap—F. W. BROWNING, *M. D. of Hayward, Secretary of the Health Officers' Section.*

2. Municipalities as the Pacemakers of Public Progress—R. E. McDONNELL *of Los Angeles.*

3. Municipal Liability for Accidents and Liability Insurance—HON. C. H. CHRISTENSEN, *Mayor of Palo Alto.*

Discussion

4. Progressive Report of the Committee on Resolutions.

### THURSDAY MORNING, OCTOBER 10

ENTIRE BODY

Meeting in the Ivory Ballroom, Hotel Oakland

9:30 a. m. Sharp

Greetings—HON. C. C. YOUNG, *Governor of California.*

1. Catastrophe Work in the San Francisco Earthquake and Fire of 1906—C. G. GILLESPIE, *Chief, Bureau of Sanitary Engineering, State Department of Public Health.*

2. Action on the Report of the Executive Committee Re Proposed New Constitution.

3. Final Report of the Committee on Resolutions.

4. Report of the Nominating Committee.

5. Selection of next place of meeting.

6. Election of officers.

Adjournment

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of the



# Los Angeles Railway



## Shaking Out the Votes

The Municipality with bumpy streets takes an awful chance at election time.

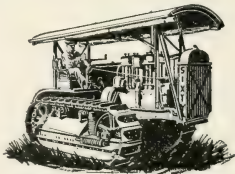
Those bumps are most apt to jiggle loose votes for the opposition.

When streets must be fixed or rebuilt, the people are thankful for the "Caterpillar" Tractor—they know that plenty of power and gripping traction pares construction time to the minimum.

Better still, they know the bill for the work won't frighten them a bit.

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of Road for  
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## DEPARTMENT OF PUBLIC HEALTH

## MONDAY, OCTOBER 7

Meeting in the South Room, Mezzanine Floor

2 to 3 p. m.—Business Session

Address of Welcome—HON. C. C. YOUNG, *City Commissioner of Public Health and Safety, Oakland.*

DR. JOHN A. AZEVEDO, *Alameda County Health Officer, Hayward.*

President's Address—DR. WALTER M. DICKIE, *State Director of Public Health.*

## Minutes

1. Consideration of the Proposed New Constitution of the League.
2. Appointment of Members of the Nominating Committee.
3. Appointment of other committees.

## OTHER BUSINESS

3 to 4 p. m.—Round Table

Subject: Immigration and Communicable Disease.

Leader—DR. WALTER M. DICKIE, *State Director of Public Health.*

Introductory Remarks (1 to 2 minutes)—DR. WALTER M. DICKIE.

Federal Regulations (10 minutes)—DR. J. C. PERRY, *Senior Surgeon, U. S. P. H. S. Medical Director District No. 5, San Francisco.*

Border and Coast Control (5 minutes)—DR. A. M. LESEM, *City-County Health Officer, San Diego.*

Tourists and Itinerant Labor (5 minutes)—DR. JOHN J. SIPPY, *District Health Officer, Stockton.*

Climate Hunters (The Tuberculous) (5 minutes)—DR. H. CHESLEY BUSH, *Superintendent, Arroyo Sanitarium, Livermore.*

Discussion from Floor (10 to 15 minutes).

Summary of Discussion (5 minutes)—DR. WALTER M. DICKIE.

4 to 5 p. m.—Round Table

Subject: The Pre-School Child.

Leader—DR. H. R. STOLZ, *Director Institute of Child Welfare, University of California, Berkeley.*

Introductory Remarks (1 to 2 minutes)—DR. H. R. STOLZ.

How to Reach Him (10 minutes)—DR. ELLEN S. STADTMULLER, *Chief, Bureau of Child Welfare, State Department of Public Health.*

Physical Examinations (5 minutes)—DR. O. L. EMMONS, *City Health Officer, Ontario.*

Immunization Program (5 minutes)—DR. G. L. LONG, *County Health Officer, Fresno.*

How to Secure Corrections (5 minutes)—MRS. EDNA B. ROBINSON, *P. H. N., Contra Costa County Health Department, Martinez.*

Discussion from Floor (10 to 15 minutes).

Summary of Discussion (5 minutes)—DR. H. R. STOLZ.

## TUESDAY, OCTOBER 8

Meeting in the South Room, Mezzanine Floor

2 to 2:30 p. m. Tularemia—DR. J. C. GEIGER, *University of California Medical School, San Francisco.*

2:30 to 3 p. m. Epidemic Meningitis—DR. ERNEST C. DICKSON, *Department of Health, Stanford University School of Medicine, San Francisco.*

3 to 4 p. m.—Round Table

Subject: Use of Voluntary Health Agencies.

Leader—DR. B. W. BLACK, *Medical Director, Highland Hospital, Oakland.*

Introductory Remarks (1 to 2 minutes)—DR. B. W. BLACK.

Need for Health Department Direction and Cooperation (10 minutes)—DR. F. L. KELLY, *City Health Officer, Berkeley.*

Utilizing Civic Organizations (5 minutes)—DR. A. H. HIERONYMOUS, *City Health Officer, Alameda.*

Medical and Dental Cooperation (5 minutes)—DR. J. HOWARD HALL, *City Health Officer, Sacramento.*

Health Centers and Clinics (5 minutes)—DR. ALVIN POWELL, *Medical Director, Alameda County Health Officer, Oakland.*

Discussion from Floor (10 to 15 minutes).

Summary of Discussion—DR. B. W. BLACK.

4 to 5 p. m.—Round Table

Subject: Correlation of Nursing Service.

Leader—DR. W. B. WELLS, *City-County Health Officer, Riverside.*

Introductory Remarks (1 to 2 minutes)—DR. W. B. WELLS.

Need for Health Office Direction and Cooperation (10 minutes)—MISS HELEN S. HARTLEY, *P. H. N., Superintendent Public Health Nursing, San Joaquin Local Health District, Stockton.*

School Nursing (5 minutes)—DR. I. O. CHURCH, *Contra Costa County Health Officer, Martinez.*

Voluntary Organization Service (5 minutes)—MRS. GRACE G. PHILBRICK, *P. H. N., Santa Clara County School Nursing Department, Morgan Hill.*

Encouragement of Increase (5 minutes)—DR. G. S. PORTER, *Assistant City Health Officer, Los Angeles.*

Summary of Discussion—DR. W. B. WELLS.

## WEDNESDAY, OCTOBER 9

Meeting in the South Room, Mezzanine Floor

2 to 2:30 p. m.—Business Session.

2:30 to 3 p. m.—Organized Tropical Medicine on the Pacific Coast—DR. ALFRED C. REED, *Professor of Tropical Medicine, University of California, Berkeley.*

3 to 4 p. m.—Round Table

Subject: Laboratories and Health Departments.

Leader—DR. R. V. STONE, *Director of Laboratories, Los Angeles County Health Department.*

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Introductory Remarks (1 to 2 minutes)—DR. R. V. STONE.

Laboratory Development, State and Local (10 minutes)—  
DR. W. H. KELLOGG, *Director Hygienic Laboratory, State  
Department of Public Health, Berkeley.*

Interpretations (5 minutes)—DR. A. F. GILLIHAN, *County  
Health Officer, San Luis Obispo.*

Relations with Private Laboratories (5 minutes)—DR. G. E.  
MCDONALD, *City Health Officer, Long Beach.*

Encouragement of Use in Diagnosis (5 minutes)—DR. HER-  
BERT F. TRUE, *Assistant Health Officer, San Francisco.*

Discussion from Floor (10 minutes).

Summary of Discussion—DR. R. V. STONE.

4 to 5 p. m.—Round Table

Subject: Swimming Pool Sanitation.

Leader—LOUIS OLSEN, *City Health Officer, Palo Alto.*

The Health Officer's Part (10 minutes)—C. G. GILLESPIE,  
*Chief, Bureau of Sanitary Engineering, State Department  
of Public Health, Berkeley.*

Efficiency of Caretakers (5 minutes)—H. H. MATTHEISON,  
*Sanitary Engineer, Los Angeles City Health Department.*

Dressing Rooms (5 minutes)—DR. H. C. BROWN, *City  
Health Officer, San Jose.*

Infections from Pools (5 minutes)—DR. ANNIE D. MACRAE,  
*Director of Laboratories, San Francisco Health Depart-  
ment.*

Discussion from Floor (10 to 15 minutes).

Summary of Discussion (5 minutes)—LOUIS OLSEN.

## DEPARTMENT OF ENGINEERS, COUNCILMEN AND STREET SUPERINTENDENTS

### MONDAY AFTERNOON, OCTOBER 7

2 p. m. Sharp

Meeting in the Blue Room, Mezzanine Floor

CHARLES R. BLOOD, *Assistant City Engineer of Sacramento,  
Chairman.*

1. Consideration of the Proposed New Constitution of the  
League.

2. Regulation of Aircraft and Airports—C. B. HEGARDT,  
*City Engineer and Port Manager, Port of Oakland.*

3. Selection of a Municipal Airport Site—R. U. ST. JOHN,  
*President of the Sacramento Airport Committee.*

4. Municipal Water Supply Problems—F. W. HANNA,  
*Manager and Chief Engineer, East Bay Municipal Utility  
District.*

Appointment of Nominating Committee

### TUESDAY AFTERNOON, OCTOBER 8

1:30 p. m. Sharp

Inspection of the Oakland Harbor and recent public engineer-  
ing achievements of Oakland and vicinity, leaving on the  
ferryboat San Mateo, foot of Broadway, at 1:30 sharp.

### WEDNESDAY AFTERNOON, OCTOBER 9

2 p. m. Sharp

Meeting in the Blue Room, Mezzanine Floor, in joint  
session with the

#### CALIFORNIA SEWAGE WORKS ASSOCIATION

At 4 o'clock p. m. the Engineers, Councilmen and Street  
Superintendents will reconvene in the Blue Room, mez-  
zanine floor, and continue their separate program.

### THURSDAY AFTERNOON, OCTOBER 10

2 p. m. Sharp

Meeting in the Blue Room, Mezzanine Floor

Legal Limitation of Special Assessments Necessary—CAPTAIN  
ROY A. KNOX, *Director, Bureau of Budget and Efficiency,  
City of Los Angeles.*

Discussion

The City Engineer and the City Manager—W. B. HOGAN,  
*City Manager of Stockton.*

Discussion

Election of Chairman

Adjournment

## DEPARTMENT OF CITY ATTORNEYS

### MONDAY AFTERNOON, OCTOBER 7

2 p. m. Sharp

Meeting in Room 107, Mezzanine Floor

Consideration of proposed amendments to Constitution of  
League.

The constitutionality of Section 1714½ of the Civil Code  
relating to the liability of governmental agencies for the  
negligent operation of motor vehicles by public em-  
ployees and officers—JAMES H. MITCHELL, *City Attor-  
ney of Burbank.*

The judgment statute applicable to municipal corporations,  
its scope and effect—RICHARD C. WALTZ, *City Attorney  
of Beverly Hills.*

Municipal liability under the statute of 1923—EARL J. SIN-  
CLAIR, *City Attorney of Berkeley.*

Discussion lead by W. P. RICH, *City Attorney of Marysville.*

Recent court decisions of interest to municipalities—CLYDE  
WOODWORTH, *City Attorney of Englewood.*

### TUESDAY AFTERNOON, OCTOBER 8

2 p. m. Sharp

Meeting in Room 107, Mezzanine Floor

Report of Special Committee on Telephone Regulation—  
MILTON BRYAN, *Assistant City Attorney of Los Angeles.*

The duty of railroads to pave adjacent to their tract as  
affected by the 1921 amendments to Section 498 of the  
Civil Code—S. STANLEY WOOD, *Assistant City Attorney  
of Oakland.*



## A Small Hole Can Sink a Mighty Ship

Failure to plug the hole or provide pumps for bailing would be dangerous and costly.

As Guardians of Public Funds, have you plugged the leaks that may arise through damage suits?

How would a verdict of \$50,000 affect your budget and what explanation would you give the taxpayers?

We are equipped to locate the leaks and provide the means of permanently stopping them through insurance protection which is both complete and adequate.

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The 1929 Legislative Enactments Affecting Municipalities—  
H. A. POSTLETHWAITE, *City Attorney of Sonoma*.  
Uniform Traffic Ordinance—JOHN R. BERRYMAN, JR., *Legal  
Department of the Automobile Club of Southern Cali  
fornia*.

The Law Regulating Airports—MARCELL C. BAYER, *Attor  
ney for the Port of Oakland and former Assistant City  
Attorney of Oakland*.

The Removal of Dilapidated Buildings—C. C. YOUNG, *City  
Commissioner of Oakland*.

### WEDNESDAY AFTERNOON, OCTOBER 9

2 p. m. Sharp

Meeting in Room 107, Mezzanine Floor

The Use and Abuse of the Street Improvement Laws—  
EUGENE K. STURGIS, *Member of the City Council of  
Oakland*.

Unfinished Business

Election of Chairman

Adjournment

## DEPARTMENT OF CITY MANAGERS

### MONDAY AFTERNOON, OCTOBER 7

2 p. m. Sharp

Meeting in Room 114, Library Building, University of  
California

1. Consideration of the Proposed Amended Constitution of the League.
  2. Appointment or Election of Members of the Nominating Committee.
  3. Summary of City Manager Development in California by the President.
  4. Secretary's Report.
  5. Educational tour of the University of California at Berkeley with an inspection of Professor May's Municipal Library.
  6. Sources of Governmental Information—PROF. SAMUEL C. MAY of the University of California.  
(Meeting to be held in Library rooms at the University)
- Discussion led by CLIFTON HICKOK, *City Manager of Alameda*.
7. Technic in Making Departmental Surveys—H. F. SCOVILLE, *Efficiency Engineer, County of Los Angeles*.
- Discussion led by E. A. ROLISON, *City Manager of Redwood City*.

2. The proper proportion of fire losses to fire premiums by which a city may be justified in spending money for fire department equipment—JOHN N. EDY, *City Manager of Berkeley*.

Discussion led by R. V. ORBISON, *City Manager of Pasadena*.

- 6 p. m., Dinner and Round Table Discussion of International Convention at Fort Worth.

### WEDNESDAY AFTERNOON, OCTOBER 9

2 p. m. Sharp

Meeting in the West Room, Mezzanine Floor

1. Cost of the Various Methods of Garbage Disposal—R. M. DORTON, *City Manager of Monterey*.
- Discussion led by H. A. KLUEGEL, *City Manager of Sacramento*.
2. Red Flags of Public Management—A. E. STOCKBURGER, *City Manager of Alhambra*.
- Discussion led by C. F. WEISSGERBER, *City Manager of San Mateo*.
3. Indexing and Filing—MRS. C. E. TIBBETTS of San Francisco, who is one of California's best informed authorities on filing and indexing.
- Discussion led by G. L. BUCK, *City Manager of Long Beach*.
- Election of Officers

### TUESDAY AFTERNOON, OCTOBER 8

2 p. m. Sharp

Meeting in the West Room, Mezzanine Floor

1. Making Management Facts and Principles Useful—EMERY OLSON, *University of Southern California*.
- Discussion led by O. S. ROEN, *City Manager of South Pasadena*.

## DEPARTMENT OF CLERKS, AUDITORS, ASSESSORS AND TREASURERS

### MONDAY AFTERNOON, OCTOBER 7

2 p. m. Sharp

Meeting in Room 101, Mezzanine Floor

1. Consideration of Proposed Amended Constitution of the League.
  2. Appointment of Nominating Committee.  
Adjournment to the office of Frank C. Merritt,  
City Clerk of Oakland, at the City Hall.
- 3 to 5 o'clock p. m.
- Exposition of the Recording and Indexing System of the City.

### TUESDAY AFTERNOON, OCTOBER 8

1:30 p. m. Sharp

Inspection of recent public achievements of Oakland and vicinity

### TUESDAY EVENING, OCTOBER 8

6:30 p. m. Sharp

Dinner at the Elks' Club

The City Clerk in English Cities—PROF. SAMUEL C. MAY of the Bureau of Public Administration, University of California.

## Lock-Bar Steel Pipe — Rockridge Syphon

EAST BAY MUNICIPAL UTILITY DISTRICT



This Syphon consists of 2500' of 54" Dia. Lock-bar Steel Pipe of 7/16" plates and 30' sections. As with so many of the major projects of the Pacific Coast, it was "Fabricated and Installed by W. P. & S."

# WESTERN PIPE & STEEL CO. OF CALIF.

SAN FRANCISCO

LOS ANGELES

FRESNO

TAFT

PHOENIX

*When you write, why not mention Pacific Municipalities?*

**WEDNESDAY AFTERNOON, OCTOBER 9**

2 p. m. Sharp

Meeting in Room 101, Mezzanine Floor

1. Stabilizing the Office of City Clerk and Other Administrative Offices—**PROF. C. C. COTTRELL**, *Stanford University, and Member of the City Council of Palo Alto.*
2. How to Get Rid of Dilapidated Buildings—**WILLIAM J. LOCKE**, *City Attorney of Alameda.*

3. Redeeming Bonds Under the 1915 Bond Act—**CHARLES N. KIRKBRIDE**, *Specialist in Street Improvement Loans and Ex-President of the League.*
4. Auditing Claims—**A. V. B. DAVIS**, *Deputy Auditor of Oakland.*
5. Scientific Appraisal of Real Property for Assessment Purposes—**By R. L. RANKIN**, *Manager Tax Factors, Inc.*

Election of Officers

Adjournment

**DEPARTMENT OF CITY PLANNING****MONDAY AFTERNOON, OCTOBER 7**

Meeting in the Oak Room, First Floor

Consideration of Proposed Amended Constitution of the League.

Selection of Members of the Nominating Committee.

Montebello's Problems Under the Master Plan Act—**LOUIS BURKE**, *City Attorney of Montebello and Planning Commissioner.*Discussion led by **KENNETH GARDNER**, *City Plan Engineer of San Diego.*Preserving Open Spaces Upon Residential Lots—**ARTHUR B. CLARK**, *Chairman Planning Commission of Palo Alto.*Discussion led by **L. D. TILTON**, *Director Santa Barbara County Planning Commission.*Necessity of Some Agency in Sacramento to Centralize Planning Matters—**REEVE CONOVER**, *Pacific Grove Planning Commissioner.*Discussion led by **EDWARD D. LANDELS**, *Attorney Oakland Traffic Commission.***TUESDAY AFTERNOON, OCTOBER 8**

1:30 p. m. Sharp

Inspection of Oakland Harbor on Ferry Steamer San Mateo, leaving foot of Broadway.

**WEDNESDAY AFTERNOON, OCTOBER 9**

12:30 p. m. Sharp

Luncheon in Stephens' Union, on the Campus, University of California.

2 p. m. Sharp

Meeting in Room 112, Library Building, University of California, under auspices of the Bureau of Public Administration

Why Zone Our City?—**MRS. WILBUR R. KIMBALL**, *Long Beach Planning Commissioner.*Discussion led by **GORDON WHITNALL**, *Director Los Angeles City Planning Commission.*Applying the Principle of Zoning to Our City—**ANDREW M. JENSEN**, *Commissioner of Public Works and Fresno Planning Commissioner.*Discussion led by **H. H. JAQUETH**, *City Plan Engineer, Sacramento.*Problems Confronting a New Planning Commission—**GEORGE R. WELLS**, *President Santa Ana Planning Commission.*Discussion led by **R. B. TAFLIN**, *City Plan Engineer, Long Beach.***THURSDAY AFTERNOON, OCTOBER 10**

Meeting in the Oak Room, First Floor, Hotel Oakland

Redwood Empire Association Plan of Highway Beautification—**EDWARD MORRIS**, *President Redwood Empire Association.*Discussion led by **HUGH R. POMEROY**, *President South Gate Planning Commission—Adviser to Santa Monica Planning Commission.*Street Tree Planting—**DR. W. L. BIGHAM**, *President Anaheim Planning Commission.*Discussion led by **CHARLES H. DIGGS**, *Director Los Angeles Regional Planning Commission.*

Election of Officers

Adjournment

**SPECIAL EVENTS****MONDAY EVENING, OCTOBER 7**

8 o'clock p. m.

Public Reception in the Ivory Ballroom, Hotel Oakland

Addresses by **HON. JOHN L. DAVIE**, *Mayor of Oakland*; **HON. M. B. DRIVER**, *Mayor of Berkeley*; **HON. WILLIAM R. CALCUTT**, *Vice-President of the City Council of Alameda*; and **DR. AURELIA REINHARDT**, *President of Mills College.***TUESDAY AFTERNOON, OCTOBER 8**

1:30 o'clock p. m. Sharp

Inspection by steamer of Oakland Harbor and Facilities and the Posey Tube, leaving the foot of Broadway by Ferry Steamer San Mateo.

(Oakland engineers and other officials will accompany the delegates and explain the various features of the harbor and tube.)

# Hersey Manufacturing Company

## BOSTON, MASS.

*Manufacturers*  
OF

### QUALITY WATER METERS



PACIFIC COAST BRANCHES

LOS ANGELES, CALIF.

SAN FRANCISCO, CALIF.

PORTLAND, ORE.

# Stop It With Calco Automatic Drainage Gates



In times of storm and freshet, water has a tendency to creep back through your drainage lines, so as to defeat their purpose. Calco Automatic Drainage Gates *Absolutely Prevent Backflow.*

Used in conjunction with  
**Armco Rust-Resisting Corrugated Pipe**

they form an Unbeatable Combination. Let us tell you more about them.

## CALIFORNIA CORRUGATED CULVERT CO.

LOS ANGELES

WEST BERKELEY

*Do you mention Pacific Municipalities when you write? Thank you*

**WEDNESDAY AFTERNOON, OCTOBER 9**

Organization Meeting of the Municipal Utilities Association of California

2 p. m. Sharp

Opening Address—HON. GEORGE C. PARDEE, *President of the East Bay Municipal Utility District and former Governor of California.*

Symposium

Commercial Value of Courtesy and How to Promote It.

Collection of Delinquent Water Bills.

The Equity of a Stand-by Charge.

**WEDNESDAY NOON, OCTOBER 9**

12:15 p. m.

ATHENS ATHLETIC CLUB

Luncheon for the

CITY ATTORNEYS' SECTION

**WEDNESDAY EVENING, OCTOBER 9**

The Health Officers' Section has accepted the stunning invitation from the City of Hayward to enjoy their Annual Dinner in the "Garden of Eden" on Wednesday Evening, October 9, in the Masonic Temple, 1074 B Street, Hayward, at 6:30 o'clock. Tickets, \$1.50 per plate. Limited accommodations necessitate your reservations not later than MONDAY, October 7, with the Secretary of the Section.

The Chamber of Commerce, Business and Professional Women's Club and other Civic Clubs of Hayward join with us in assuring you of a most alluring evening's entertainment and social intercourse.

The bewitchingly pretty "Eves" will so beguile you with blushing red apples that once again you will be sorely tempted in like manner to our ancient ancestor, the original Adam.

A truly unique occasion. Don't miss it!

**WEDNESDAY EVENING, OCTOBER 9**

7:30 p. m. Sharp

OAKLAND MUNICIPAL AUDITORIUM ARENA

Industrial Athletic and Sports Exhibition  
under the auspices  
of the

BOARD OF PLAYGROUND DIRECTORS

of the City of Oakland

9 o'clock p. m. to 12 Midnight

PUBLIC DANCE

for the

DELEGATES AND VISITORS

under the auspices of the

CITY OF OAKLAND

**THURSDAY, OCTOBER 10**

LUNCHEON

to the

VISITING ENGINEERS

Under the Auspices of the

OAKLAND ENGINEERS' CLUB

12:15 p. m. Sharp

Details will be announced at the Convention

LUNCHEON

HONORING VISITING LADIES AND DELEGATES

by the

BUSINESS AND PROFESSIONAL WOMEN'S CLUB  
OF OAKLAND

Followed by Automobile Tour

and

Inspection of the new Women's Club Buildings, including  
the City Club, Women's Athletic Club and

The Oakland Airport

**THURSDAY AFTERNOON**

1:30 p. m. Sharp

INSPECTION OF THE OAKLAND AIRPORT AND  
POSEY TUBE

Accompanied by group lecturers on the proper construction  
and regulation of airports

**THURSDAY EVENING, OCTOBER 10**

BANQUET

to the

LEAGUE OF CALIFORNIA MUNICIPALITIES

by the

CITY OF OAKLAND

Two Dollars per Plate

**FRIDAY MORNING, OCTOBER 11**

The City Engineers will visit the Pardee Dam, near Valley Springs, as the guests of its builders, the Atkinson Construction Company. The Pardee Dam is the largest concrete dam in California. It is the property of the East Bay Municipal Utility District, which commenced active operations in 1923. The project, costing nearly 70 million dollars, was completed this year, 1929, and is now serving the people of the East Bay cities with pure mountain water from the Mokelumne River.

Note—In connection with this trip, Mr. Lynn Atkinson says: "I ask that you telephone us the day previous to coming and advise the number you anticipate attending the dinner at the damsite, and would also request that you again telephone the morning the parties leave Oakland, advising the actual number en route in order that our dining room organization may have the advantage of this information."





Oakland Tribune 5/21/29

## GANG QUIET WILD CAT UNIT OF MOKELUMNE MOST PERFECT

Retiring Chief Engineer Reports No Project in Nation Is Better.

With no visible leaks apparent on its face and a six-and-a-half per cent of the leakage allowed by the contract showing on the aqueduct, the Wild Cat unit of the Mokelumne project of the East Bay Municipal Utilities district is one of the most perfect of its type in the United States, according to the latest report made by Arthur P. Davis, retiring chief engineer and general manager.

Davis concludes his report that Oakland is now safe from any water shortage "within any period foreseeable at present."

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—From the  
Oakland, Calif., Tribune  
of May 21, 1929

The Testimony  
of a Satisfied  
Lock Joint  
Customer

**LOCK JOINT**  
Reinforced Concrete  
**PRESSURE PIPE**

LOCK JOINT PIPE CO. Ampere — N.J.

When you write, why not mention Pacific Municipalities?

# PROGRAM

## Second Annual Meeting

### California Sewage Works Association

#### October 7 to 9, 1929

*(In conjunction with thirty-first annual convention of  
League of California Municipalities)*

#### Headquarters:

HOTEL OAKLAND  
OAKLAND - - - CALIFORNIA

#### OFFICERS

*President*  
LEON B. REYNOLDS, Stanford University

*First Vice-President*  
F. A. BATTY, Los Angeles

*Second Vice-President*  
B. J. PARDEE, Visalia

*Secretary-Treasurer*  
E. A. REINKE, Berkeley  
University of California

#### DIRECTORS

F. M. LOCKWOOD, San Diego      A. K. WARREN, Los Angeles  
A. W. WYMAN, Pasadena      C. G. GILLESPIE, Berkeley  
PHILIP SCHUYLER, San Francisco

#### MONDAY, OCTOBER 7

- 8 a. m.—Meet at San Carlos Hotel, Monterey, for trip to sewage treatment plants at Carmel, San Juan, Gilroy, Santa Cruz and Montezuma. Barbecue Lunch at Gilroy Golf Club. Free; guests of Dorr Company.

#### TUESDAY, OCTOBER 8

- 10 a. m.—Address of Welcome—WILLIAM H. PARKER, *Commissioner of Streets, Oakland*.  
Response—LEON B. REYNOLDS, *President, California Sewage Works Association, and Professor of Sanitary and Hydraulic Engineering, Stanford University*.  
Business meeting.  
Discussion of plants visited Monday.  
"Oil Exclusion and Removal," F. A. BATTY, *Civil Engineer, Los Angeles*. Questions and answers.
- 12 noon—Luncheon as guests of the American Concrete Pipe Company, at its Oakland plant, followed by an inspection of the Hume centrifugal process of concrete pipe manufacture.
- 2 p. m.—Symposium, "Sewage Disposal and Costs."  
"Digestion of Activated Sludge at Pomona," F. H. FROEHDE, *City Engineer*.  
"Separate Industrial Sewers and Chlorination at Tulare," R. M. BERRYHILL, *City Manager*.  
"Foaming and High-Rate Land Disposal at Visalia," L. H. GADSBY, *City Engineer*.  
"High-Rate Land Disposal at Modesto," F. J. ROSSI, *City Engineer*.  
"Pumping and Foaming at Stockton," W. B. HOGAN, *City Manager*.  
"Gas Burning and Chlorination at San Bernardino," F. S. CURRIE, *Consulting Engineer, San Bernardino*.  
"Cost Keeping System of the Los Angeles County Sanitation Districts," A. K. WARREN, *Chief Engineer*.

"Fly Control at Sewage Treatment Plants," W. B. HERMS, *Professor of Entomology, University of California*.

Discussion on this paper by Hilliard Hall, Grand Canyon, Arizona; R. F. Goudey, State Department of Public Health, Los Angeles; Representatives of Los Angeles County Sanitation Districts; and A. M. Jensen, Commissioner of Public Works, Fresno.

#### WEDNESDAY, OCTOBER 9

- 10 a. m.—"Sewer Grades," A. M. RAWN, *Sanitation Districts, Los Angeles County*.  
"Relative Costs of Sewerage," D. E. PERRY, *Manager and Assessor, Marin Sanitation District of San Anselmo*.  
"State Supervision of Sewage Disposal," C. G. GILLESPIE, *Chief, Bureau of Sanitary Engineering*.  
"Responsibilities and Procedures of Municipalities," B. J. PARDEE, *City Manager, Visalia*.
- 12 noon—Luncheon as guests of N. Clark & Sons, clay products plant, Pacific Avenue, West Alameda; followed by inspection of vitrified clay pipe manufacture.
- 2 p. m.—Joint meeting with engineers' section, League of California Municipalities.  
Symposium, "Sewage Disposal to Salt Water."  
"Float Surveys and Wrought Iron Outfalls at Santa Cruz," C. G. HYDE, *Professor of Sanitary Engineering, University of California*.  
"Concrete Outfall, B. Coli Surveys at Los Angeles," W. T. KNOWLTON, *City Sanitary Engineer*.  
"Settling Tanks for Bay Outlets at San Diego," F. M. LOCKWOOD, *City Manager*.  
"Slough Disposal at San Anselmo," C. C. KENNEDY, *Consulting Engineer, San Francisco*.  
"Experimental Work on Outlet Structures for Los Angeles County," A. M. RAWN, *Assistant Chief Engineer, Los Angeles County Sanitation Districts*.  
"Concrete Pipe and Pumping at San Rafael," H. K. BRAINARD, *City Engineer*.  
"Bay Disposal and Chlorination at Newport Beach," R. L. PATTERSON, *City Engineer*.  
"Sewage Disposal in California," L. B. REYNOLDS, *Stanford University*.

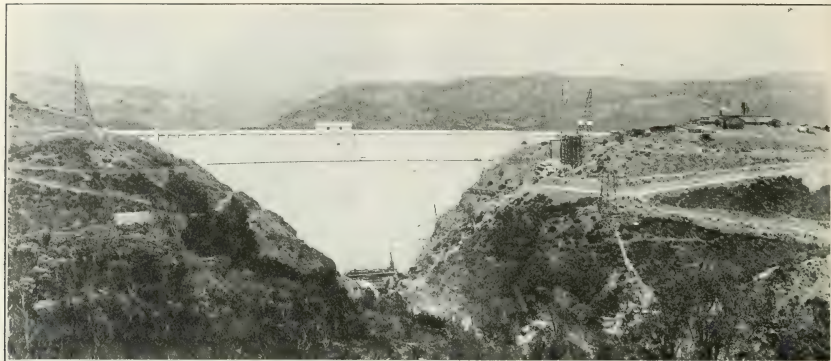
#### WEDNESDAY EVENING, OCTOBER 9

Industrial Exposition and Dance (with League of California Municipalities).

#### THURSDAY EVENING, OCTOBER 10

Banquet at Hotel Oakland (with League of California Municipalities).

See program of League of California Municipalities for additional features.



*Pardee Dam—In eternal monument to the progressive citizens of the East Bay Municipal Utility District*

## A Brief Narrative of a Big Utility Project

By DR. GEORGE C. PARDEE

*President of the East Bay Municipal Utility District*

FOR sixty-two years, boy and man, I have lived in Oakland. At first there was no public water supply. Every resident had his own supply, taken from his well. About 1870 the first public supply was put in—the Contra Costa Water Company, with Anthony Chabot, one of Oakland's

best known and respected pioneer-citizens, at its head. The little reservoir at Temescal—now known also as Al-den, after its leading pioneer American resident—was the first reservoir. It wasn't and isn't much of a reservoir, but, for not a few years, it was all that the East Bay had. There was no

Piedmont, no Berkeley, no Richmond, no Albany, no El Cerrito, no Emeryville then—Oakland and Alameda were the only cities on the eastern shore of San Francisco Bay, and the former's northern boundary was Fourteenth Street. But, as the city grew, that little reservoir soon became inadequate, and the company built the lower San Leandro reservoir, now known as Lake Chabot. Upper San Leandro and San Pablo reservoir were added as necessity required.

### Water Company Organized

It was, however, a constant battle for the company to keep up with the growth of Oakland and the cities that grew up around her. And so, little by little, as the cities grew, other little water companies were organized to take care of the situation. Finally, however, all of these little companies were merged into what finally became the East Bay Water Company. Nevertheless, the population increased more rapidly than the water supply; and, at rather short intervals, the people were called upon to ration themselves in the use of water.

### Water Supply Survey

Finally, ten years or so ago, the situation became so acute that the mayors of the various cities—then increased to nine—met, in response to a public demand and started the movement which resulted in the Oakland Chamber of Commerce employing a Board of Engineers to survey the conditions existing and recommend some procedure for insuring an ample increase in water supply for the rapidly growing East Bay.

### Utility District Organized

The result of the investigations of this board was the organization of the



*Dr. George C. Pardee, President of the East Bay Municipal Utility District, right, with Henry A. Johnston, a Director of the District*

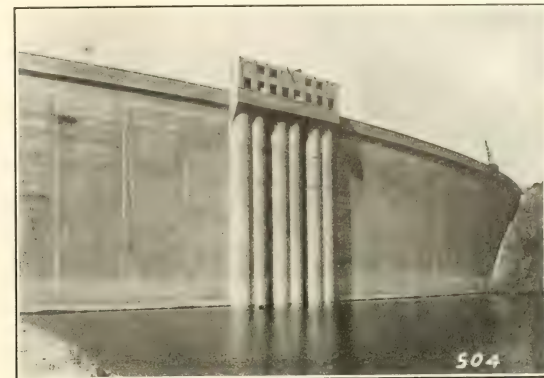
East Bay Municipal Utility District under an act of the State Legislature. The district was organized in 1923. In 1924 the people of the district voted thirty-nine million dollars to bring in water from the Mokelumne River. In 1925, the first contracts were let for the building of the aqueduct and the dam at Lancha Plana.

In 1927 the people of the district voted an additional twenty-six million dollars for the acquisition or construction of a distribution system to supply the half million people of the district with water from the Mokelumne. The next year, the district bought out the entire properties of the East Bay Water Company.

### Mokelumne Project

Apprehending a local water shortage, on account of the scanty rainfall of last winter, the completion of the Mokelumne project was rushed; the water shortage developed. But the Mokelumne dam, pipes and tunnels were sufficiently completed in time to bring down to the district water from the Mokelumne to save the day.

In bringing this project forward, all kinds of opposition has been encountered. Lawsuit after lawsuit was brought to prevent us from taking water from the Mokelumne. Any one of a half dozen or so of those suits, had it been successful, would have defeated the entire project. However,



*Lancha Plana Dam, August 16, 1929, looking across to north bank, along upstream face of dam*

all obstacles, so far, have been overcome. And a project that it was prophesied from many wish-father-to-the-thought-sources, could not be accomplished in less than years, if at all, is now practically completed in less than four years from the time it was really begun.

Too much praise cannot be given, first, to the people for boldly appropriating the large sums of money necessary to make these nine rapidly growing cities sure of an ample supply of first-class water for at least half a century. Too much praise, also, can not be given to the engineers and attorneys who, in spite of all the multifarious obstacles that have been thrown in our way, have accomplished so much within so short a time.

## Water Supply for the East Bay Municipal Utility District

By F. W. HANNA

*Chief Engineer and General Manager*

UNTIL the partial completion of the Mokelumne River Project of the East Bay Municipal Utility District, the cities on the east shore of San Francisco Bay had derived their entire water supply from local creeks in the adjacent Coast Range and from wells between this range and the Bay. Owing to the limited supplies of water available from these sources and to the rapid growth of these cities, there has been a constant threat of shortage of water for a long number of years. This threat culminated in such a severe shortage in 1918 as to fully demonstrate that the local supply had been outgrown. As a result the citizens of these communities interested themselves in securing the passage in 1921

of what is known as the Municipal Utility Districts Act.

### Utility Districts Act

Under the provisions of the Utility Districts Act, an election was called in May, 1923, to authorize the organization of the nine principal cities in the East Bay region into a Utility District. As the result of a favorable vote at this election, the East Bay Municipal Utility District was duly organized on May 22, 1923, and an engineering staff was brought together by July 1, 1924, to make a study of the available sources and the selection of a suitable source of water supply for the District. Fully recognizing the value of a pure, soft, mountain supply, investigations immediately were undertaken to determine



F. W. HANNA

the most suitable supply physically and economically. These studies included the availability of supplies from Eel River, Sacramento River, American River, Mokelumne River and Tuolumne River. In the course of about two months, preliminary studies were completed and the Mokelumne River was selected as the most acceptable source of supply.

In November, 1924, only about four



GRANT D. MILLER

*Director, East Bay Municipal Utility District*

months after the beginning of the investigations, an issue of \$39,000,000 in bonds was voted to finance the construction of the storage and transmission system of the proposed Mokelumne water supply project. The validity of these bonds was contested in the county and State courts, resulting in the rendition of a final decree on September 23, 1925, sustaining the validity.

#### Contracts Awarded

In the meantime, surveys and designs were pushed on the storage dam and transmission system, and bids were called for September 4, 1925. Contracts immediately were awarded on all of the principal features of this project and work was started on the western end of the transmission system. Work on the eastern portion of the aqueduct and the storage dam was delayed, however, on account of the necessary acquisition of reservoir rights of way which were held by speculators at the time the contracts were let. A condemnation suit to secure these rights resulted in the acquisition of the rights through a verdict rendered June 29, 1927. Immediate steps were taken to start construction on the eastern portion of the aqueduct, the dam, and other auxiliary works of the reservoir and transmission system. Although considerable work had been accomplished by this time on the transmission system, the project was not fully approved in full and in certainty until July 1, 1927. At the present time, a little over two years later, the first unit of the project is nearly completed.

#### Principal Features

The principal features of the Mokelumne River project, as it is called, and as now nearing completion, consist of a large storage reservoir on Mokelumne

River in the foothills of the Sierra Nevada Mountains, a large aqueduct leading from this reservoir across the interior basin and through the Coast Range into the District, auxiliary structures and works along this aqueduct and high line aqueducts within the district itself.

#### Pardee Reservoir

The storage reservoir in the Sierra foothills has been designated the Pardee Reservoir. This reservoir has a gross capacity of approximately 225,000 acre-feet of water, of which about 200,000 acre-feet are above the aqueduct outlet leading from it into the district. Inasmuch as the average mean annual runoff of the Mokelumne



FRANK STRINGHAM

*Director, East Bay Municipal Utility District*

River is about 860,000 acre-feet, this reservoir has an available storage capacity of about 25 per cent of the mean annual runoff of the upper drainage basin of the river. Nature has made provisions for an ideal reservoir site at this location. The dam closes the Mokelumne Canyon in a narrow place where a diabase dike of hard rock crosses it at right angles. Immediately above this dike, which is only a few thousand feet in width, there is a softer formation of Mesozoic sedimentary rocks that have been eroded into canyons running parallel to the dike at right angles to the river channel in both directions, thus forming an aeroplane-shaped basin, with its two wings extending out from the main river channel immediately above the dam and its tail extending up the main river canyon. This provision of nature results in the formation of a deep body of water with a considerable extended area immediately above the dam.

#### Five Principal Structures

The Pardee Reservoir is controlled by five principal structures, namely,

the Pardee Dam across the main river; the Pardee power plant at the foot of the dam; the Jackson Creek diversion works on the northerly rim of the reservoir; the south spillway on the southerly rim of the reservoir; and the outlet tower at the entrance to the aqueduct.

#### The Pardee Dam

The Pardee Dam is one of the largest and most imposing dams in the world. It is a gravity type structure curved in plan to a radius of 1200 feet measured from the upstream face, 358 feet high, 1347 feet long, 241 feet thick at the base, and sixteen feet wide at the top. Radial contraction joints are provided through the lower portion of the dam at intervals of 150 feet up to a height of 180 feet; from here at intervals of seventy-five feet up to 280 feet above bottom, and at intervals of thirty-seven and one-half feet from this level to the top. Each contraction joint is provided with a vertical grout opening at ten-foot intervals and a copper water stop near the upstream face. The entire foundation was grouted under 100 pounds pressure to the square inch. The foundation is also provided with drainage wells carried upward into a five-foot by ten-foot drainage and inspection gallery running parallel with the axis about twenty-five feet from the upstream face of the dam. This structure contains 615,000 cubic yards of concrete and about the same number of barrels of cement. The dam is now entirely completed. There are four large cast iron pipe sluiceways through the dam, two of 72-inch diameter and two of 42-inch diameter, each controlled at the lower end by means of a Johnson needle valve and a butterfly valve, and at the upper end by means of a Broome roller



ALFRED LATHAM

*Director, East Bay Municipal Utility District*

gate. This equipment is at present installed.

### Pardee Power Plant

The Pardee power plant is located in the old river channel at the base of the dam and receives its water through two 72-inch cast iron penstocks leading through the dam and each controlled at the lower face of the dam with a 72-inch butterfly valve and at the upper end by means of a Broome gate. The gate guides for the four sluiceway outlets and two penstocks are all constructed with the same dimensions, so that the same Broome gate can be used for any of them, two such gates having been provided for the six outlets. The power plant consists of two turbo-generator sets of 7500 kilowatt capacity each. The generators are of the vertical shaft, revolving field alternator type, designed to generate 3-phase, 60-cycle, 6600-volt current at 450 revolutions per minute. The transformers are located in the power house and are designed to transform the current generated by the turbo-generator units to a line voltage of 66,000. The power plant is now under construction and will be completed within the next month.

### South Spillway

The South Spillway is constructed of reinforced concrete in a low gap in the diabase dike on which the dam is located south of the dam, and will convey flood water from the reservoir back into the river about 1000 feet downstream from the dam. It is a magnificent structure of the ogee type, containing about 32,000 cubic yards of concrete and rivaling in appearance the dam itself. It has a length of 847½ feet, a maximum height of about twenty feet, a reinforced concrete bridge superstructure with a road width of eighteen feet, a large concrete apron for protecting the hillside below it, and a carrying capacity of 125,000 second-feet, which is about four times the amount of the maximum flood that has ever been known to have occurred in the Mokelumne River. This spillway is at the present time entirely completed and ready for use.

### Jackson Creek Diversion

The Jackson Creek diversion structure, although not comparable with the South Spillway in magnitude, rivals it in appearance and uniqueness of design. It consists of a concrete portion 192 feet long, flanked at both ends with earth embankments and containing sixteen five by twelve siphon spillway compartments of the self-sealing type, and contains about 11,000 cubic yards of concrete. It has for its purpose the diversion of flood waters into Jackson Creek for the benefit of irrigation, if such irrigation should be



*An engineering triumph. Unusual view of the great Pardee Dam.*

developed by private parties. The Jackson Creek diversion structure is now completed.

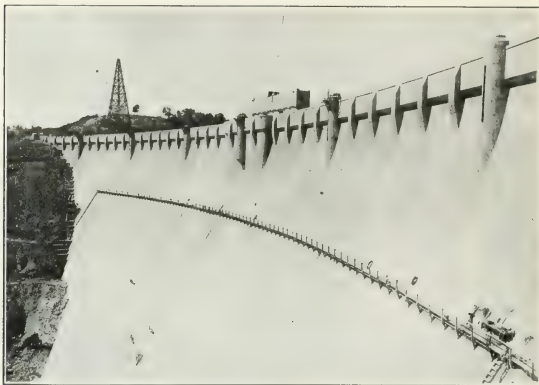
### Pardee Reservoir Outlet

The Pardee Reservoir outlet tower consists partly of an underground shaft and partly of a structure above ground. It has an internal diameter of nineteen feet and a total height of 190 feet, of which seventy feet are underground. Water can be taken into the tower at five different levels so that the most potable water in the reservoir can be drawn at any time. The inlets into the tower at the tunnel level are controlled by three electrically operated gate valves of thirty-six-inch diameter. The inlets at the remaining levels are each controlled by two and one-half by three-foot electrically operated slide gates covered with fish screens of one-quarter-inch mesh. The screens controlling these four inlets can be raised to a platform at the top of the tower and there cleaned. The tower is situated 840 feet from the portal of the tunnel, at which point fish screens of

one-quarter-inch mesh are provided to protect the gate valve from debris. These screens can be reached only by means of a diver or emptying the reservoir. The inlet capacity of the tower at any one of the levels is 200,000,000 gallons daily. The tower is under construction and will be completed within the next two months.

### East Bay Aqueduct

The East Bay aqueduct, leading from the Pardee Reservoir to the district, a distance of 93.8 miles through the foothills of the Sierra Nevada Mountains, across the deltaic basin of the San Joaquin River, and through the Coast Range, contains four concrete-lined tunnels, a reinforced concrete pipe, and a steel pipe line. The tunnels and the reinforced concrete pipe all have a carrying capacity of 200,000,000 gallons daily while the steel pipe line has a carrying capacity of 31,000,000 gallons daily by gravity and 60,000,000 gallons daily when supplemented by a booster plant. At a later date it is proposed to construct



*Lancha Plana Dam, August 9, 1929, looking along upper part of downstream face to north bank*

two additional steel pipe lines of sufficient size to bring the capacity of the three steel line units up to 200,000,000 gallons daily.

#### **The Pardee Tunnel**

The Pardee tunnel in the Sierra foothills is eight feet in diameter and two and two-tenths miles long; the Walnut Creek tunnel, situated at the entrance into the Coast Range, passing through the hills between Walnut Creek and Reesley Valley, is one-half mile long, eight feet in diameter; the Lafayette tunnel, passing through the ridge between Pleasant Valley and San Pablo Creek, is eight feet in diameter and three miles in length; the Claremont tunnel extends from the San Pablo Creek to Temescal Creek in Berkeley, passing through the San Pablo Ridge and the Berkeley Hills, is nine feet in diameter, three and one-half miles long. The first three of the tunnels are completed and the latter will be completed this fall.

#### **Steel Pipe Aqueduct**

Intervening between the Pardee and Walnut Creek tunnels, the aqueduct consists of a steel pipe ranging in diameter from sixty to sixty-five inches, eighty-one miles in length, made of steel plates varying in thickness from  $\frac{3}{8}$  inch to  $\frac{1}{2}$  inch. Under the three delta branches of the San Joaquin River, the line is of 54-inch diameter, and is doubled so that water can be run through one branch while the other is being repaired. The steel plates from which the pipe is manufactured were made of forged welding steel. This pipe was manufactured into sections

of thirty feet lengths by means of electrically welding two plates together with two longitudinal seams. These sections were joined together in the trench by means of single riveted and double fillet electrically welded straight bump joints, of butt gas welded joints, double fillet electrically welded butt strap joints, and double riveted butt strap joints. Of the circular joints used the straight bump joint either of the riveted or the electrically double welded fillet type, proved to be the most satisfactory. Of the total length of pipe about seventy-two miles are buried beneath the ground with a covering of three feet of earth; the remaining portion of the line is supported on concrete piers, steel trestles or redwood bents. This line is completed and in use. The pipe was dipped at the plant in Hermastic pipe coating, then wrapped exteriorly with heavy paper covering adhered to the dipped pipe with petrolastic cement, except that the paper covering was omitted from the pipe supported above ground. This pipe was given a sprayed coat of aluminum paint over the Hermastic dip.

#### **Provided With Manholes**

At intervals of about one-half mile, the pipe is provided with manholes and with blow-off valves, and at high points with air valves and vacuum relief valves. At the beginning of the pipe line at the outlet of the Pardee tunnel, the flow of water is controlled with a throttle valve and is measured with a Venturi meter just below this valve. The throttle valve will be under electric control at the power house and

the flow of the meter will be electrically indicated at the power house some two miles distant from their installation.

#### **Walnut Creek Pumping Plant**

In order to increase the gravity flow from thirty-one million gallons of water to a required flow for the first unit of sixty million gallons per day when desired, there is installed on the aqueduct about one mile from the entrance to the Walnut Creek tunnel, what is known as the Walnut Creek pumping plant, consisting of two units with a present completed capacity of sixty million gallons daily, with a spare unit of half this amount. This pumping plant boosts the water about 285 feet from the plant level to the entrance of Walnut Creek tunnel. The third unit has been purchased but remains to be installed.

#### **Aeration Weir**

There is an aeration weir at the entrance to the Walnut Creek tunnel where the water falls over eighty-six-inch Cipoletti weirs and drops about eight feet. Near Lafayette, on the large reinforced concrete aqueduct already referred to, there has been constructed a screening chamber and a temporary pumping plant for pumping water either into Upper San Leandro or Lafayette storage reservoirs. Still further on between Lafayette tunnel and Claremont tunnel, there have been constructed another screening chamber and a waste way at San Pablo Creek. Here the entire flow of water can be turned into San Pablo Reservoir for storage, or it can be diverted and brought through the Claremont tunnel directly into the district. The waters thus diverted into the San Pablo and Upper San Leandro reservoirs are made available for use through outlet tunnels and filtration plants connected with the district's distribution system purchased from the East Bay Water Company. The water diverted through the Claremont tunnel is to be chlorinated at the outlet of the tunnel and discharged into the district's distribution system through three large steel cylinder reinforced concrete aqueducts, one leading northward along the foothills through Berkeley to Wildcat Canyon; another leading southward along the foothills to Sequoia Creek; and a third leading into the central part of the district, each connecting with a balancing reservoir. All of this work is completed except part of the three aqueducts and the balancing reservoirs on them.

# Story of East Bay Municipal Utility District

By JOHN H. KIMBALL, *Secretary*

THINK of San Francisco Bay. Think of an area along the eastern shore of the bay extending twenty miles north and south and extending from the shore line easterly some three miles across the plain well up the slopes of the adjoining hills. Think of nine towns located at intervals in this area. Think of these towns growing into cities until the entire area becomes one thickly settled community, with a population close to the 500,000 mark and promising soon to reach a million. Think of a water supply adequate for the original groups, expanded from time to time to serve with more or less uncertainty the present

settled. The question before the community was: "What shall we do to insure an adequate supply of first-class water?"

The answer was given on May 8, 1923, when an election held in the nine cities of the district namely: Richmond, El Cerrito, Albany, Berkeley, Emeryville, Piedmont, Oakland, Alameda and San Leandro, resulted in the formation of the East Bay Municipal Utility District by a vote of 29,914 to 17,421, and the election of the following directors: James H. Boyer, Louis Bartlett, Marston Campbell, Alfred Latham and Grant D. Miller.



JOHN H. KIMBALL  
*Secretary, Board of Directors, East Bay  
Municipal Utility District*

was a race against time to save the district from disaster. It should be noted that due to a defect in the law, the district was without funds up to July 1, 1924, thus postponing the real beginning of effective work over a year.

Taking May 8, 1923, as a starting point, the chronology of the district includes the following dates of major importance:

Aug. 9, 1923—Appointment of Arthur P. Davis as Chief Engineer and General Manager. George W. Goethals and William Mulholland, Consulting Engineers.

Sept. 24, 1924—Selection of the Mokelumne River as the source of the water supply, confirmed by vote of the people at election Nov. 4, 1924.

Nov. 4, 1924—Bond election for \$39,000,000 for construction of Mokelumne Project voted, 81,918 to 31,998. At the same time the following directors were chosen: James H. Boyer, David P. Barrows, George C. Pardee, Alfred Latham, Grant D. Miller.

March 25, 1925—Decision of the Superior Court validating bonds, sustained by decision of State Supreme Court August, 1924.

Sept. 4, 1925—Opening of bids for Mokelumne construction, followed by awarding of contracts.

March 10, 1926—Permit of U. S. War Department granting permission to cross San Joaquin River with aqueduct lines. During this month work was started by the contractors.

March 23, 1926—Decision rendered against S. D. Pine, et al., by the Federal Court. Mr. Pine brought action to prevent the district from diverting water from the Mokelumne River.

April 19, 1926—Permit granted by



*Lancha Plana Dam, looking up flume, December 11, 1927*

requirements but utterly inadequate for future needs. That is a picture of the East Bay situation and the East Bay water problem in 1923.

## Water Shortage Averted

The water supply had, with difficulty, partially kept pace with growing domestic needs, and at times was precarious. It held an increasing threat of an acute water shortage and constituted the chief public problem, militating against the growth and jeopardizing the prosperity of the community, and was a fundamental issue. There was no public water security, and no assurance of full metropolitan development until the problem was

The district was formed under the 1921 Municipal Utility Act, which enabled the nine cities to create a municipal corporation which should act as the common agent of these cities in a cooperative effort to solve the water problem. Six years, one month and fifteen days later, on Sunday, June 23, 1929, water from the Mokelumne River flowed into the local San Pablo reservoir, which at that time contained only a few days' supply.

## Funds Were Lacking

The intervening period between the formation of the district and the day on which mountain water was delivered, was crowded with events. It

State Division of Water Rights to appropriate the waters of the Mokelumne River.

June 16, 1926—Permit from Federal Power Commission authorizing construction of Lancha Plana (Pardee) dam.

Nov. 4, 1926—George C. Pardee and David P. Barrows elected directors of the district.

During 1926, and 1927, work was pushed on aqueduct lines and tunnels.

June 29, 1927—Superior Court of Amador County rendered a decision awarding \$337,450.60 as price to be paid for Pardee reservoir lands. The owners had demanded \$25,000,000. This decision was later sustained by the Supreme Court.

July 1, 1927—Go-ahead order issued to Atkinson Construction Co., to proceed with construction of Pardee dam.

Nov. 1, 1927—\$26,000,000 Bond Election held to acquire a distribution system. Vote, 44,725 for, 5213 against.

Jan. 6, 1928—Director Barrows resigned as director of the Utility District—subsequently Frank D. Stringham appointed in his place.

Sept. 26, 1928—Purchase and Sale Agreement entered into with East Bay Water Company, after nearly a year of negotiations.

Nov. 6, 1928—Election of Alfred Latham, Grant D. Miller and Henry A. Johnston as directors.

Dec. 8, 1928—Completion of purchase of East Bay Water Company properties and transfer effected. East Bay Municipal Utility District took over operations of system.

Dec. 31, 1928—District offices moved to former office building of East Bay Water Company.

May 20, 1929—Resignation of Chief Engineer and General Manager Arthur P. Davis took effect, and F. W. Hanna assumed duties of office.

June 23, 1929—Mokelumne water arrived at San Pablo reservoir.

Creek and mingled with the waters of the San Pablo reservoir. This simple event not only meant that the East Bay cities were saved by an exceedingly narrow margin from the ruinous consequences of an actual water shortage, but that the community requirements of this vital necessity were met and the water problem of the East Bay cities permanently solved.

### Emergency Expenditures

During the present year the district has expended a half million dollars in emergency measures to make the Mokelumne water available for the entire district. At the present time the district is engaged in the final construction work on certain minor features of the Mokelumne Project, and in adjust-

ing itself to the task of operating its water supply system and its distribution system. The success of the district thus far has been due to two factors:

(1) The loyalty of the public.

(2) The personnel of its directors, its officers and employees.

Now that the great object for which the district was created is attained and mountain water has been brought to the people and brought in time, it remains to perfect the organization, to maintain the most efficient and economic methods prescribed by the best business and engineering practices, to smooth out the rough places, and to realize for the people of the district all the benefits of a publicly owned water system.

## Oakland, the Convention City



*A portion of the City of Oakland's Western Harbor front*

### Interesting Story

If these dates were filled in with all that goes with them, it would make a story of human interest and often of dramatic intensity.

It frequently transpires that events of far reaching historical importance have taken place quietly without attracting the attention of the world, or causing any excitement in the ordinary current of activities. Of this character might be mentioned the arrival of Mokelumne water in the San Pablo reservoir on Sunday, June 23, 1929. At half past four on this quiet afternoon, three pipe lines at the San Pablo screening chamber began to discharge the mountain supply into San Pablo Creek. Three hours later these waters had traversed the four-mile course of the channel down San Pablo



PHILIP M. FISHER, JR.  
*Executive Secretary to the Mayor*



PRESTON HIGGINS  
*City Attorney*



RALPH E. YORK  
*Exec. Sec., Dept. of Rev. and Finance*

—Photos by courtesy Bray and Mulgrew, Oakland

# Human Side Was Big Factor in Pardee Dam Construction

*How a Young Man  
Overcame Nature's  
Obstacles*

By HARRY SULLIVAN

IN the summer of 1925 the East Bay Municipal Utility District felt that it was in a position to proceed with the construction of the Pardee Dam, which is the structure creating a reservoir for the water supply for cities on the east side of the Bay of San Francisco, including Oakland, Alameda, Berkeley and other important cities.

It was imperative that utmost speed be made in the completion of this project.

Proposals for the construction of the dam were requested and upon opening the bids in September, 1925, the low bidder proved to be a rather youthful contractor by the name of Lynn Atkinson, who tendered a certified check guaranteeing his bid or proposal in the amount of \$100,000, as required. Large construction firms of western and national reputation from Salt Lake, St. Paul, San Francisco and Los Angeles, also bid upon the work, which involved the expenditure of millions of dollars. Careful investigations were made by the officers of the district as to the ability of the various bidders to complete the work. Upon recommendation of a consulting board composed of General George W. Goethals, of Panama Canal fame, William Mulholland of Los Angeles, and C. E. Grunsky of San Francisco, the Chief Engineer of the district, Arthur P. Davis, formerly director of the United States Reclamation Service, recommended that the district award the contract to Lynn Atkinson.

## Youthful Contractor

It would be expected that such investigation would reveal the fact that



LYNN S. ATKINSON

*The 33-year-old contractor who constructed the Pardee Dam*

an individual undertaking to perform such a task would be a man of years, instead of one only 33. It was true that during these investigations no failure to complete his previous undertakings had been noted, which included the construction of large portions of the main outfall sewers and storm drains for the city of Los Angeles and the Cave Creek Dam in Arizona, together with such other public works as the Macy Street bridge and viaduct, and the Broadway tunnel in Los Angeles. He had also successfully completed several hundred miles of State highway in California. All engineers and officials to whom he referred, emphasized the fact that his undertakings were completed far in advance of the time required under his contracts. It is said that William Mulholland, builder of the Los Angeles aqueduct, when asked as to his opinion of Lynn Atkinson's ability, simply said, "He usually does what he undertakes to do."

Atkinson and his associates have completed public works that cost more than \$25,000,000, which is rather a large sum even in this day of big figures.

## In Business at 21

His father before him having been a contractor, the younger Atkinson was in a sense, reared in an atmosphere of construction. He established his own business in 1916, at the age of 21. The first contract undertaken by him in 1916 involved the installation of a mailing platform on the United States Postoffice in Los Angeles, amounting to less than \$2500. Successive larger contracts have been undertaken and the Coolidge Dam in Arizona, which was built for the United States Government at a cost of \$5,000,000, and the Pardee Dam, now being completed, which totals in cost approximately \$7,000,000, are evidences of the development of his construction activities.

It is evident that the ventures of the

years prior to 1925 would be an interesting story, and it is difficult to pass by them without comment, suffice it to say that it is quite probable that these years of struggles with smaller "jobs" had equipped and trained him to successfully and resourcefully meet problems involved in such large activities



GUY F. ATKINSON

as the building of the Pardee Dam. A discussion with him in these days hints of difficult problems that had to be overcome—tunnels driven under mountains, roads built over mountains, sewers underground, quicksand, hardrock, bridges of large spans, cofferdams, etc. Perhaps this is why he is familiar with every detail of such extensive operations. Perhaps this is why the larger problems have been successfully solved with the methods applied to those earlier and smaller problems.

#### Co-Partnership

Although the contract was awarded Lynn Atkinson, he promptly arranged with associates to cooperate with him, and the dam has been completed by a co-partnership known as the Atkinson Construction Company. In the background of this co-partnership are two wheel horses. They are W. A. Kettlewell and Guy F. Atkinson.

Guy F. Atkinson is an uncle of Lynn Atkinson, experienced on public works construction, and with ripe judgment to balance the energy of youth.

W. A. Kettlewell also is the son of a contractor, and has been reared in the construction business. He is the same age as Lynn Atkinson. He is an analyst who takes the "second thoughts" seriously.

These three have composed the team that has served as contractors and constructors in building the Pardee Dam.

#### District Litigation

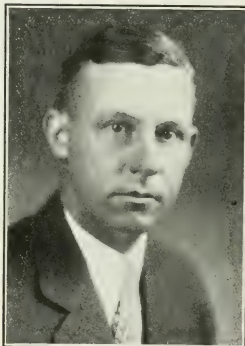
However, the award of contract for the construction of the Pardee Dam in

1925, did not mean proceeding with the work, as litigation with owners of reservoir lands prevented the district from ordering the contractor to proceed until August, 1927, when the work of construction actually began.

In executing the contract for the dam construction, it was specified that, due to lack of an adequate water supply and an imminent water famine, the builder of the Pardee Dam would be required to complete all of the work within forty-two months after the time at which he was ordered to proceed with the work. A simple arithmetical computation would indicate that the contractor was required to complete the dam some time in 1931. The contract provided that the contractor would be penalized to the extent of \$10,000 per month for each month required beyond that time.

#### Time Extension

At the time Lynn Atkinson and his



W. A. KETTLEWELL

associates received notice to proceed with the work for the district, in August, 1927, the engineers had determined from investigations that the construction of the dam would require twice as much work to be done as had been anticipated, and the contract equity therefore automatically extended the time required for the completion to a period of twice forty-two months, or a total of seven years.

The construction record established by the contractors in the construction of this dam is a monument to skill and resourcefulness, and represents an industrial miracle. Less than two years ago this structure was only a dream on paper, represented by sketches and drawings of engineers. Today it is a physical reality in the canyon of the Mokelumne River.

It would be simple enough to recite the details of a modern construction plant equipped with every mechanical perfection conceivable and costing over \$1,225,000, but it would seem that the more real and interesting phases would be represented by the human factors.

The President of the East Bay Municipal Utility District, Dr. George C. Pardee, former Governor of California, is accustomed to having things done as he wishes and when he wants them done, and it was perhaps this viewpoint that inspired Lynn Atkinson and his associates to abandon consideration of the time element specified in the contract and to undertake to construct the dam to a sufficient height to store water and divert it to Oakland within the forty-two months originally desired in 1925, despite two years of litigation that had prevented the contractors from proceeding with the work.

This objective was successfully accomplished by the contractors and the dam was completed to a height sufficient to permit the district to store and divert water to the cities of Oakland, Alameda, Berkeley and others, in December, 1928.

#### Water Shortage Averted

It was well that this was done, as the water shortage predicted by Dr. Pardee and the Board of Directors of the district, occurred as anticipated. Had it not been for the fact that these contractors accomplished that which was previously considered impossible, the cities of Oakland, Alameda, Berkeley and others would now be suffering from a severe water shortage approaching a famine, instead of enjoying the benefits of an ample, clear water supply from the snows of the high Sierras. Such an unparalleled construction achievement indicates unusual methods, skill and resourcefulness.

The Mokelumne River in its low summer stages could better be called a stream, but those familiar with its volume during the winter and spring give evidence of its being a large river, and this is confirmed by the gauges maintained by the government, which show, that at times the Mokelumne River discharges more than 40,000 cubic feet of water per second. It is not an easy river to dam.

#### Contractors' Problems

As these contractors approached the deep canyon in the Fall of 1927, it was probably easy for them to visualize the bottom of the gorge filled with a torrent within a few months. Average men with average viewpoints would have devoted themselves to the simple task of clearing the dam site, and ex-



*Upper left: Pipe line, looking west near Finnerty Gulch, October 11, 1927. Upper right: Laying Mokelumne pipe line just west of Cherokee Lane, October 6, 1927. Lower left: Spraying pipe line with aluminum paint, west of Trapper Slough, June 22, 1928, and at right, the big pipe line a few miles west of Pardee Dam.*

cavating the foundations above water level until the low water season during the summer of 1928. Certainly normal men would not have undertaken to remove the river from its natural bed and place it in a flume during the winter season in order to construct the dam in the river bed.

But these were not normal men with normal seven-year methods—the district wanted and had to store water within forty-two months, and two years had already gone by—so into the river they went. Older heads who visited these operations became dubious—these contractors would be washed out—go broke! And so began a great adventure. A struggle of men's skill and efforts against the relentless winter season then approaching, and the spring season with its melting snows. The records of the river indicated that operations in the river bed might be safe until Christmas—a period of less than 100 days, in which time must be constructed a railroad, a tremendous gravel and rock crushing plant, tramways, cableways, concrete mixing plants, camps, shops, etc.—all to be built on a larger scale than hitherto constructed.

#### Dam Foundations

If the foundations were not placed

before January, 1928, the contractors could expect to lose all of their work costing millions, plus the loss of the opportunity to continue building the dam during the spring.

But somehow this thing was accomplished, and during December the concrete foundation of the dam began to take form in the river bed. Men worked frantically, inspired by leadership, in triple shifts throughout the twenty-four hour period. Railroads to the damsite were built and hundreds of men completed the construction of camps and the various plants and equipments necessary to commence such operations. Cofferdams were thrown across the river and the river diverted to a large flume that would successfully carry 10,000 cubic feet of water per second. The canyon roared with the din of rock drills, steam shovels and jackhammers. Plants were designed, equipment ordered and the answer that governed was not how much the cost, but when.

#### Work Swept Away

In February, 1928, the contractors had completed the foundations more than half way across the canyon, and had diverted the river through the completed concrete masonry of the dam. This diversion in normal years

would have been sufficient to handle the runoff created by the melting snows of the Sierras, but fate evidently intended that they should jump another hurdle before winning the race with the river. In March an unprecedented flood swept down the canyon, carrying 40,000 cubic feet of water per second across the work. Steam shovels were washed away and portions of the gravel plant and equipment were lost; but, worst of all, the cofferdams were washed out.

These cofferdams had been built across the river above and below the dam during the low water season of the previous October in order to control and divert the water through the flumes and sluiceways to permit men to work in the river bed between the cofferdams and beneath the flumes.

Could these cofferdams be restored with the river at flood stage? That was the question. Some agreed they might be reconstructed if enough money was spent, but contractors don't stay in business long who waste money. Others said it would be a waste of money to attempt to continue, and work should be shut down until the following low water season.

#### New Cofferdams Built

But again the contractors were faced

with the challenge which they had made to themselves—the district wants the water in forty-two months from 1925.

So again they went into the river in spite of the apparently hopeless task

The stupendous task of building the foundations of such a large dam in this river is emphasized by the statement that the dam is more than 250 feet thick at the base, and it was necessary to place more than 5000 cubic yards

difficult phase of the work—hard enough in the summer and considered impossible and impracticable in the winter. The control of the river and the establishment of the foundations, although not in evidence in the completed structure, is without doubt the "big moment" in dam construction.

Once foundations were established it then became a race for the top, with the only handicap that of human efficiency. Throughout the summer of 1928 successive records were broken in pouring concrete, but the contractors said, "Wait, we are training our organization and perfecting the details of our plant." In August, 1928, the world's record for pouring concrete was achieved by the placement of more than 67,500 cubic yards of concrete in thirty days.

The Pardee Dam contains 615,000 cubic yards of concrete masonry. It is interesting to note that these contractors established several world's records for placing concrete on this work by pouring more than 3600 cubic yards of concrete in one twenty-four hour day, and between April, 1928, and April, 1929, the contractors placed more than 500,000 cubic yards of concrete masonry in the structure, requiring more than 1,000,000 tons of crushed rock, sand and cement.

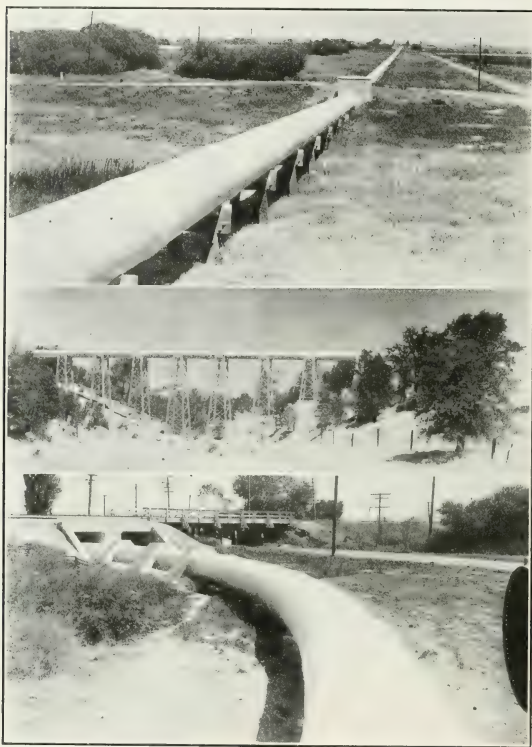
#### Small City on Damside

A small city accommodating the families of the working force ranging up to 1200 men has been constantly maintained, with good housing facilities for all employees, and excellent working conditions. The camp resembled a small town more than the construction camps of other days. Modern plumbing and sewage facilities were provided along with electrical facilities. Plants and equipment were of the most modern and efficient character, and operated by electrical motors or modern Diesel engines.

A five-mile branch of standard gauge railroad was constructed and operated to deliver twenty to twenty-five carloads of cement needed daily for concrete construction. The heaviest duty tramway ever designed and built was constructed for delivering 5000 tons of rock and sand to the damsite per day for concrete purposes. This is the equivalent of more than 125 standard gauge freight cars ordinarily in use on our railroads. The construction of this tramway was the conception of Mr. Atkinson's associate, W. A. Kettlewell, and saved the construction of more than seven miles of double track railroad down the tortuous canyon of the Mokelumne River.

#### Gravel Plant

The gravel plant, located four miles downstream from the dam, is one of



Top picture: Mokelumne pipe line, looking east from Indian Slough, June 22, 1928. Center: Mokelumne pipe line crossing Finnerly Gulch, August 19, 1925. Bottom: Mokelumne pipe line underpass at Holt, August 11, 1928.

confronting them and before the water receded plans were being made for the construction of new cofferdams. New equipment was being ordered, but, most of all, new ideas were being developed. Unusual methods and resourceful courage again bid for success and within less than a month the river was again temporarily harnessed, diverted and placed back in a flume, permitting the excavation and concrete work to be resumed, and intensive efforts accomplished the desired result and the dam began to rise from its foundations.

of concrete in order to raise the dam one foot in height.

Spring freshets, together with warm spring days, brought succeeding floods and the battle with the river was not over until July.

#### Pardee Dam

The visualization of such structures as the Pardee Dam develops a mental picture of a tremendous concrete structure, but few realize the difficulties of handling and controlling the river in order to establish the foundations. This, of course, actually is the most

the largest gravel plants in the west, if not the largest, and was designed to produce more than 10,000 tons of crushed rock and screened sand for concrete use per day.

A recital of the various plants and equipments would include the complete machine shops, welding shops, carpentry shops, rigging equipment and cableway equipment. The mixing plant included four of the largest mixers built, capable of mixing five tons of concrete per batch, and the placing plant involved the erection of dual steel towers for hoisting concrete to a height of 515 feet, which is ten feet higher than the Washington monument. A description of the equipment and methods used in the construction of Pardee Dam would compose a large volume.

### No Change in Personnel

The prompt development and operation of an organization on work of such magnitude would seem difficult, and the fact that these contractors were able to complete such an organization promptly in the early stages of their work has been instrumental in the successful accomplishment of this work. The Superintendent, E. M. Whipple, and all department heads, were never changed from the commencement of the operations until the completion of the dam. Such a record is a credit not only to the contractors, but to the men themselves.

The builders of the Pardee Dam are legion, and thousands of men have contributed their labor, but in the background of all such activities there is found a leader and a group of associates with him who have the courage to undertake, and the ability to accomplish.

Lynn Atkinson is still young and the Pardee Dam has not made an old man out of him, in spite of the fact that the \$5,000,000 Coolidge Dam in Arizona has been simultaneously completed during the progress of the Pardee Dam. He has recognized the value of the word "cooperation" and the completion of his undertakings in co-partnership with others gives evidence of this viewpoint.

He believes that we are approaching the day of equal opportunity. He believes in the application of mechanical methods to the construction field as evidenced by the plants and equipment used in building the Pardee Dam. He believes it is better to let machinery do the work instead of breaking the backs of men with common, hard, grinding labor.

He doesn't think he can get more work out of his employees than his competitors, but he does think that with better machines and equipment his employees can do more work than those

of his competitors. He believes machinery will not cause unemployment, and when asked the question as to what will become of men displaced by mechanical methods, remarked: "They will build more machinery to release more men from manual labor."

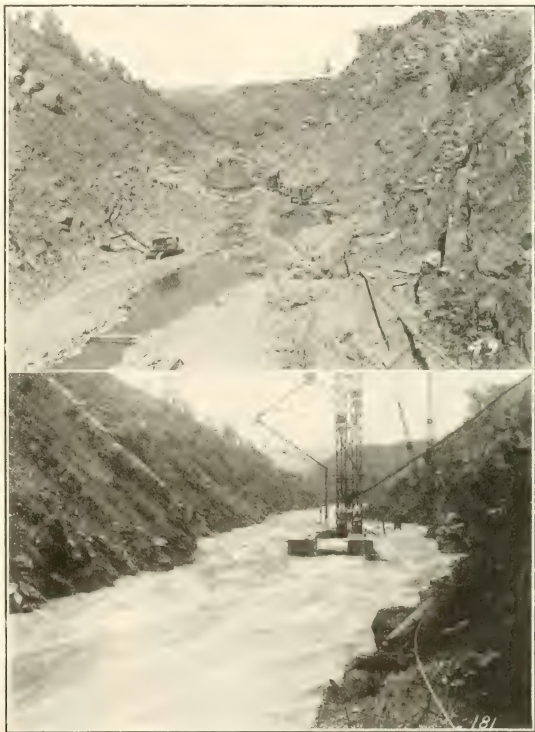
### Fascinating Labor

Dam construction is fascinating, and must be especially so to the builders, as it represents effort of mankind to build eternally. Few of the structures which we see about us today will be here 100 or 1000 years from now, but dams are designed against eternity—to stand until "Gabriel blows his trumpet."

To the builders of Pardee Dam, it is a thing of the past—just another job well done, but it is fortunate that in their extremity and need for a storage reservoir the East Bay Municipal Util-

ity District was able to secure the co-operation of contractors who conceived and respected their requirements. They have met the situation, and perhaps a real influence has been the respect of these contractors for the man "who is used to having things done when he wants them done and as he wants them done."

We of the west look forward to the development of our great natural resources, and actual construction on the Boulder Dam is approaching. It is to be hoped that when the bids are opened for this tremendous project, some such men as Lynn Atkinson and his associates will receive the contract; and in such event it is possible that an investigation will reveal that the successful bidder is a rather young man "who usually does what he undertakes to do."



Upper view: Lancha Plana Dam Site, looking upstream from Progress Point No. 2, south end of bridge, September 28, 1927. Bottom: Lancha Plana Dam Site, March 28, 1928. This was the largest flood in the history of Mokelumne River.

# Accounting System of the East Bay Municipal Utility District

By JOHN H. KIMBALL, *Accountant*

ON August 9, 1923, the Directors of the East Bay Municipal Utility District appointed Arthur P. Davis Chief Engineer and General Manager, and George W. Goethals and William Mulholland Consulting Engineers. These appointments of men of recognized standing in the engineering world key-noted the engineering policy of the East Bay Municipal Utility District.

The board also selected the then firm of Goodfellow, Eells, Moore and Orrick as the legal advisers of the district in matters affecting bond issues.

A third important appointment was made in the selection of Haskins & Sells as auditors and accounting advisers of the district.

## Accounting System

In 1924, under the supervision and direction of this firm the initial accounting system of the district was installed, conforming to the highest standards of accounting practice for a municipal corporation.

In 1926 a permit was issued by the Federal Power Commission authorizing the district to construct the Lancha Plana (Pardee) dam. This permit made the district a licensee of the Federal Power Commission. Under the terms of the Federal Water Power Act, and in accordance with the regulations of the Federal Power Commission,

it became necessary that the district install the cost accounting system prescribed by the commission for all licensees. Conferences were held with C. J. Green, examiner of accounts for the Federal Power Commission, and as a result of these conferences the firm of Haskins & Sells was employed to install the new system. This system was primarily designed to allocate all expenditures to particular construction units of the work. It involved a detailed analysis of the figures carried in the old accounts which were regrouped, re-segregated and transferred to the new accounts.

On November 1, 1926, the district began to function under the new system. This scientific accounting of construction costs also met the requirements of the district's engineering department, as well as the administrative requirements of the Board of Directors.

## Records Are Merged

The signing of a contract between the Utility District and the East Bay Water Company on September 26, 1928, whereby the district should acquire the properties of the water company, necessitated the merging of the accounting records of the water company with those of the district, and the design and installation of the most modern system of consumers' accounts and other system work. This required

that certain ground work be performed before the actual taking over of the water company, and in accordance with arrangements made with the general manager of the water company, this work was started by the company in November, 1928, and carried forward without interruption due to the acquisition of the company. The revision of the accounting for consumers' water bills was due to recent advances in methods of handling the billing of such items in large volume. In the case of the district, the number of consumers' bills each month amounts to 128,000.

## Modern Office Appliances

The most modern office appliances and bookkeeping machinery were installed, among which might be mentioned the following: new die embossing Graphotypes and Public Service Addressographs; latest type of tabulator produced by the Tabulating Machine Co., equipped with bill printing device to produce by machine, water bills previously written by long hand; teletograph circuits between the central bookkeeping bureau and outlying district offices for rapid communication; pneumatic tube equipment between the bookkeeping bureau and the Oakland office for rapid movement of bills to answer consumers inquiries at the business counter. The new system and equipment were partially installed

# An Octette of Efficient Municipal Executives



DONALD L. MARSHALL  
*Chief of Police*



CLIFF BROOKS  
*Exec. Sec., Dept. of Public Health and Safety*



CHARLES R. FANCHER, M.D.  
*Health Officer and City Physician*



WILLIAM G. LUTKEY  
*Chief of Fire Department*

**THE PARDEE DAM**

Built by the East Bay Municipal  
Utility District for Water  
Storage Purposes

Atkinson Construction Company,  
Contractors

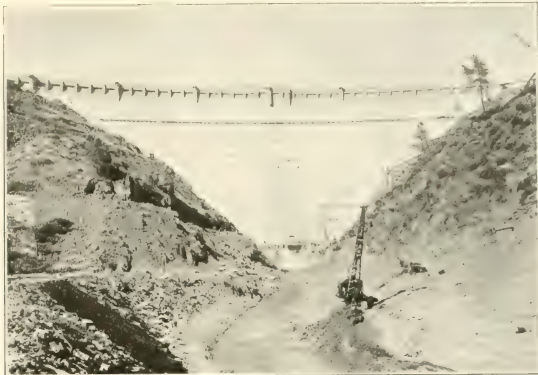
Maximum height above river bed	188 feet
Elevation base of dam	255 feet
Elevation top of dam	59 feet
Width at base of dam	14 feet
Width at top of dam	14 feet
Length at crest	1,547 feet
Date work commenced	July, 1927
First concrete placed	December, 1927
Dam construction completed	July, 1929
Time of construction	21 months
Reservoir capacity	522,000 acre feet
Rock excavated for foundations	153,000 cu. yds.
Total concrete placed in structure	645,000 cu. yds.
Largest daily concrete production	8,650 cu. yds.
Largest monthly concrete production	257,500 cu. yds.

**The Pardee Powerhouse**

Length, 100 ft. Width, 58 ft. Height, 98 ft.  
Total generating capacity, 14,920 K. V. A.  
20,000 H. P.

**The Pardee Spillway and Bridge**

Width spillway weir and bridge length, 847 ft.  
Length of spillway weir and apron, 847 ft.  
Discharge capacity, 125,000 cu. ft. per sec.  
Excavation required, 105,000 cu. yds.  
Concrete required, 34,000 cu. yds.



*Lancha Plana Dam, August 9, 1929, showing downstream face of dam*

by the end of 1928, and by May 1, 1929, the installation had been completed, and since that time has been in successful operation. This system makes it possible for each consumer to receive his bill on the third day following the reading of meters on the consumers' premises. In connection with the purchase of the purchase of the East Bay Water Company properties, all the books and accounts of the water company were audited by Haskins & Sells.

**Financial Statement**

The accounting department of the district prepares quarterly a financial statement containing the following exhibits: General balance sheet; income and profit and loss statement; statement of expenditures for plant and property under construction; commit-

ments on construction contracts and withholds; condensed trial balance; reconciliation of cash surplus. (The income and profit and loss statement is prepared monthly.)

In addition to this regular quarterly statement, cost reports are issued from time to time to the engineering department, and as different features of the project have been completed final cost reports are prepared. Adequate accounts are maintained to furnish all necessary data on financial and construction matters and to present quickly and clearly the actual status of district affairs. The district has laid special stress on the factor of safety. Its accounts are safeguarded in many ways, among which may be mentioned: 1, audits; 2, statements; 3, internal check; 4, bonded officers and employees.

The accounts of the district are subject to an audit by Haskins & Sells twice annually as of June 30 and December 31, and an interim report on cash at the end of each quarter. In addition to the audits of Haskins & Sells, the examiner of accounts of the Federal Power Commission from time to time examines the district accounts. The administration of the accounting department has aimed at efficiency and safety as primary requirements, and at every economy compatible with these standards. Both the auditing firm of the district and the examiner for the Federal Power Commission, have repeatedly commended the district for the manner in which its books and records are devised and maintained.

## of the League's 1929 Convention City



**JAMES F. CAREY**  
Head Clerk, Bureau of  
Permits and Licenses



**SOPHUS NELSON**  
City Treasurer



**RALPH E. YORK**  
Exec. Sec., Dept. of Public  
Health and Safety



**JAMES W. ROONEY**  
Head Street Bond Clerk  
Street Imp. Bond Dept.

# Come Into My Garden, Says Santa Barbara

By AGNES FRISIUS

THE PAGES of history from early to modern times are replete with examples of civic pride which have made their cities live. The city states of Greece, the city states of Italy are known today largely because of the glorious achievements born of civic pride—sometimes the pride of the city as a whole—but quite as frequently the offspring of individual civic enthusiasm. Today also civic pride is doing in many an American community what it did in ancient Greece and Italy.

While it can hardly be said that Santa Barbara, rich in her unique

record of romantic historical achievements, is unknown to fame—the enterprise of her present generation is winning new distinction for her and her sister city, Montecito, along one of the most significant lines of a newly developing social activity.

## Spanish Land Grants

It must be remembered that much of the acreage of early Spanish days included in the present area of Santa Barbara and Montecito belonged to original Spanish land grants. Peaceful cattle grazed everywhere. But wealthy Americans gradually pur-

chased extensive units and developed attractive estates, so that each man's holding has been individualized. Through years of cultivation, graceful trees, attractive shrubbery and effective flowers have matured, creating a veritable paradise. But the public generally has remained ignorant of the charming gardens.

In 1925 the local committee sponsoring the Better Homes in America campaign in Santa Barbara and Montecito decided to open the gardens for the express purpose of making the public aware of the hidden wealth of beauty on these vast estates, with the hope that such an undertaking would increase the interest in gardening throughout these communities. On three consecutive days three different groups of gardens, respectively, were thrown open and nearly 2500 people visited them.

## Hosts to Garden Club

In April, 1926, Santa Barbara and Montecito played hosts to the Garden Club of America. Again was the spirit of civic generosity displayed, for not only was each garden carefully improved in order to put it in the best possible condition to receive the Garden Club, but every effort was put forth to make a leisurely tour of these gardens enjoyable.

During the three and one-half days' session of the club the 400 members studied and enjoyed the diversified plant material and the skilful planning of these larger gardens. Non-members were excluded. For the remainder of the month, Tuesdays and Fridays were designated as visiting days. The response was inspiring.

## Garden Tours in Demand

There could no longer remain any doubt of the demand for garden tours. The pleasure of the townspeople and others who visited the gardens in 1925, and the hearty response again in 1926, made both communities feel that the time had arrived to perfect a type of civic organization which would provide nature lovers, both resident and visitors, with an opportunity to enjoy the gardens at stated times.

To manage this new activity, a committee was formed representing all local organizations interested in gardens, and so came into being the "Garden Tours of Santa Barbara and Montecito." Most systematic has been its regime. The small individual admission fee charged covers secretarial



The central garden plot, upper view, gently slopes to a lily pond on the estate of Mr. and Mrs. William T. Carrington, Montecito, California. Lower picture is a view of the patio on the same estate.

expenses, printing and hire of guides. The list of gardens open each month to visitors is published twice weekly by announcements in the society columns of the local newspapers. Further publicity is gained by window cards conspicuously placed, and a wide distribution of monthly programs to hotels, libraries and other public places. So successful have these tours become that the committee is frequently requested to arrange special trips for students, horticulturists, garden owners, writers and convention visitors.

To emulate the successes of four previous years, the twin communities are again this year playing hosts to the public, and have swung wide their hospitable gates to display to the admiring world a wealth of floral form and color, for the roll of 1929 includes 109 estates.

For an interesting study of plant material and variety of arrangement, the Villa Del Reposo, the estate of Mr. and Mrs. William T. Carrington, East Valley Road, Montecito, is an excellent model. Three features are particularly striking. The main driveway which swings into a reception patio, is distinctly tropical. Scarlet hibiscus ranges its whole length at regular intervals. This shrub is naturally adapted to fill large spaces as it branches freely, and each branch bursts forth in a blaze of oriental color. The bloom is an exaggerated Malva of the most gorgeous hue and easily dominates the garden area. Between the hibiscus, tower the dignified Eugenias. They are trim, glowing with the tender red of the budding leaves for which the plant is famous.



*Main driveway into the estate of Mr. and Mrs. William T. Carrington is distinctly tropical*

Rich golden Reinwardtias and Scotch broom fill in all intervening spaces. Then, lest the intensity of color and regularity of line be too great, the

cocos palms have been used to shade and to soften.

The next most striking feature is the central garden plot, access to which is gained through the residence much in the same fashion as in patio days. You emerge from the living room into a central section which gently slopes to a lily pond. Here again colors have been carefully considered. A shaded fern-grotto against a gracefully curving wall shuts out the brilliancy of the hibiscus on the extreme left, for this central unit is brightened by vermillion Bougainvillea overhanging the eaves.

While the driveway and central portion, in their brilliancy and warmth suggest a tropical treatment, the extreme right of the estate is notable for the cool depths of its delightful forest area. The approach to it lies along a brick path lined with junipers alternating with Lombardy cypress, opening into a circular Amaryllis and Agapanthus bed. This fronts the music studio, whose nobility of line is accentuated by the subdued light of the evergreens. Here again adaptability has placed the Lombardy cypress so that



*One end of the long terraced garden of Mr. and Mrs. Bernhard Hoffman, Santa Barbara, California, terminates in a circular sweep and centers upon La Cumbre Peak*

its slenderness parallels the vertical lines of the facade of the studio, while the feathery juniper has been utilized as a partial garden path screen.

Great care has been taken to soften the forest area. The trees contiguous to the studio are entwined with ivy; and woodwardia ferns, blue and white cinerarias, violets and lobelias have been used as a refreshing undergrowth. It was here that several years ago the owners held La Fete Bleu, a community affair, in which the blue costumes of the performers blending with the background of blue garden flowers—truly made a "Fete Bleu."

Throughout the estate the artistic side has been kept foremost. The house is gracefully mantled with Ficus Rhipsy; great quantities of ivy have been utilized as borders, even festooning the iron chains along the paths. Everywhere the French method of arranging restful vistas is apparent, and the open spaces have been broken by arbor and pergola. Artful pruning has contributed an additional touch to the ensemble. The scarlet Cotoneaster has been shaped like the crown of an exquisite rose, with sweeping streamers of pendent berries.

In contrast to the garden which looks inward on its own beauty is the one which, though maintaining its own distinctive type, utilizes some bit of local scenery as its motif. Such is the Casa Santa Cruz, the estate of Mr. and Mrs. Bernard Hoffman in Santa Barbara. One end of the long terraced garden, terminating in a circular sweep, faces north across a picturesque valley and rolling foothills, centering upon La Cumbre Peak. True to the Spanish influence, the love of the geometric has been carried out in tile and pool, with the added touch of potted plants. But the blue lobelias, the pink and blue water lilies, the Rosy-morn petunias, the green pines, the decorative loquats and the pendent eucalypts form an exquisite frame for the distant mountains veiled in purple haze.

The gardens of Santa Barbara and Montecito are gems of beauty. Each tour indicates from four to six chosen particularly to portray diversity of type, for nowhere is there so great a number of estates in such close proximity, and available for so long a season. The size of the individual estates ranges from one to eighty acres.

While representative cities scattered over the country have attempted to organize similar movements, it must be remembered that the shortness of the Southern California winter and the lack of extreme heat in the summer have made possible a unique piece of work which could not thrive elsewhere.

# Sacramento's Reorganized Garbage Department

By HARRY A. KLUEGEL

Member American Society of Civil Engineers, City Manager, City of Sacramento

IT would seem that contrary to the accepted norms of public management there is in the City of Sacramento a Municipal Garbage Department that pays and renders adequate service without losing sight of sanitation, economy, and expediency.

The department had a net income of \$44,000 for 1928, and this figure will be \$74,000 for 1929, an increase of \$30,000. From this income \$21,500 will be deducted for maintenance and operation of the City Incinerator, the remainder being used to retire bonded indebtedness.

## The \$30,000 Increase

The \$30,000 increase is a story in itself. It has been achieved by considering municipal wastes and engineering problems, and placing the Superintendency of the Garbage Department



HARRY A. KLUEGEL

He has not followed the old-line political methods which have ruined so many attempts at municipal administration of utilities.

The State capital of California, with a population today of 110,000, as against 65,000 in 1920, has witnessed an increase of 45,000 inhabitants in nine years. This fact coupled with the consequent increase in wastes has, of necessity, made the methods of yesterday passe, and has brought about the entrance of garbage collection and disposal into the engineering phase of municipal housekeeping, where it should have been placed long ago. Modern civic pride and public health require that garbage be removed rapidly and efficiently and disposed of in such manner as not to become a nuisance.

## \$74,000 Revenue This Year

The Garbage Department will make \$74,000 this year as a result of a thorough preliminary survey followed by reorganization of equipment, routing, personnel, and the additional revenues derived from the sale of waste paper, and wet garbage for hog-feeding.

The reorganization began when I took office as City Manager on October 15, 1928, and immediately launched an investigation of the department and its needs, followed by the appointment of the present Superintendent on November 11, 1928. Subsequently there was complete motorization in January, 1929, and the consummation of a contract for the sale of waste paper on April 1, 1929.

## Department Operation

The Municipal Garbage Department is operated under the provisions of a city ordinance providing for the collection and disposal of wastes, and the

**S**ACRAMENTO'S municipally owned garbage service, through the efforts of City Manager Harry A. Kluegel, has been brought to a high water mark in economy and efficiency, and, in addition, it is more sanitary than when private scavengers made the rounds of Sacramento's streets. As pointed out by Mr. Kluegel, the City's Garbage Department had a net income of \$44,000 for 1928, and it is estimated this figure will be \$74,000 for 1929, an increase of \$30,000. From that income, \$21,500 will be deducted for maintenance of the City Incinerator, the remainder being used to retire bonded indebtedness. The \$74,000 will be made this year as a result of a thorough preliminary survey followed by reorganization of equipment, routing, personnel, and the additional revenues derived from the sale of waste paper and wet garbage for hog-feeding.

in the hands of an enthusiast, William McQuillan. He has proved himself a loyal public official, imbued with a desire for results, and he has attacked the multifarious problems facing his department in a business-like manner.

fees to be paid for garbage collection.

The three divisions that go to make up the department are: (1) Supervision and Records; (2) Bill Collections; and (3) Garbage and Rubbish Collections. The first comprises the office personnel, the second consists of four bill collectors and an adjuster, and the last is made up of one foreman, one inspector, one machinist and

The service functions of the Garbage Department are:

1. House treatment.
2. Collections.
3. Final disposal.

#### House Treatment

Treatment of garbage by householders is of great import and it is vital that they follow the regulations and suggestions of the Garbage Department if there is to be that cooperation that makes for adequate and smooth-running service. Some of the more salient features of these regulations, copies of which are mailed to all customers, are as follows:

- (1) The occupant of each house is required by law to provide regulation garbage cans with close-fitting covers.
- (2) Cans must be placed in an accessible place and when filthy, leaking, or in any way defective be replaced by new cans—a twenty gallon size is recommended.
- (3) It is suggested for sanitary reasons and the reduction of the costs of incineration that garbage be drained of all moisture and wrapped in paper before being placed in the cans. This will, in addition, prevent the attraction of flies and the prevalence of bad odors.

- (4) All garbage, ashes, cans, bottles, floor sweepings and other refuse that will burn should be placed in the can.
- (5) All newspapers and waste papers will be placed beside the can.
- (6) Cans containing water, slop, dirt, plaster, or concrete will be emptied only on special call.
- (7) The office must be advised five days in advance of any change in address or desire for change in service.

#### Collection

Prior to the complete motorization program three types of equipment were used in garbage collection, namely:

- (1) Nine horse-drawn vehicles (two heads each) with a dump body capacity of five cubic yards. The city owned the wagons and hired the horses and drivers.
- (2) Three Standard trucks with a dump body capacity of seven and one-half cubic yards.
- (3) Ten "Model T" Ford trucks with a dump body capacity of three cubic yards.

A snap team, consisting of two horses and a driver, was also maintained at the City Incinerator to assist

**O**F all the wastes, says Mr. Kluegel, wet garbage is the most valuable as it contains food materials used with profit in feeding hogs. The disposal of garbage by feeding to animals is considered one of the proper and scientific methods of disposal—seventy-five to one hundred hogs will average a ton a day. The fact that disease may be spread as the result of such feeding appears to be unfounded since garbage-fed hogs are as healthy as other hogs and much of this criticism is really directed against poor management rather than any defects in the system itself.

fifty garbage collectors. All of the department employees are under Civil Service regulations with the exception of the Superintendent.

#### Eighteen Districts

The city is divided into eighteen districts, or collection routes, reduced from twenty-four as a result of reorganization involving the abolition of horse-drawn vehicles, allowing for fewer and longer routes.

Prior to December 1, 1928, billing for service was made at the end of each month. This practice was discontinued and beginning on the date mentioned bills were issued and made payable in advance, which incidentally are among the lowest in the country. It was deemed necessary to make this change in order to minimize the losses due to the removal of patrons as well as to effect a prompt payment of bills.

#### Uncollectible Accounts

Before November 1, 1928, the Garbage Department was receiving a refund from the General Fund to cover the sum represented by uncollectible accounts. This practice I discontinued, and at present such accounts are carried and every effort made to collect on them. On December 1, 1928, money owed the department amounted to \$23,460.50. By abolishing old practices and issuing bills in advance this amount had been reduced to \$15,438.25 by July 1 of this year.



Top: View of the Hog Farm at Sacramento. Lower: Cleaning truck at Disinfecting Plant, City Corporation Yard, Sacramento.

the horse-drawn vehicles up the ramp to the Incinerator.

All horses used by the department were contracted for on a month to month basis, the rate of each horse being \$33 per month.

#### Study of Costs

Since collection is the most important, and likewise the most costly, function of the Garbage Department, a study was made of the costs involved, influenced by the expense of house to house collection, and the cost of the haul to the place of final disposal. These figures had increased rapidly of late years due to the rise in the costs of horse hire, grain, hay, bedding and labor. A study was then made of the budget allowance for this branch of the service, and it was finally decided that in order to secure greater efficiency and economy the horse-drawn equipment must be replaced by that which was motor-driven. With the recent advances in motor vehicle construction it was only natural that the removal of wastes by motor trucks would prove to be more economical. Daily equipment records, now being kept, clearly demonstrate the sagacity of the change that was finally made to motor trucks.

Automotive equipment was purchased, and the collection routes reduced from twenty-four to eighteen. The replacement also made it possible to retire three old Ford trucks from service—still available for emergency purposes.

#### Five Employees Eliminated

This arrangement made possible the elimination from the payroll of five garbage collectors, effecting an annual saving in wages of \$6855. The snap team and driver, no longer needed, were eliminated, saving \$1381 per year. Thus there was effected through reorganization of the routes and abolition of the snap team an annual saving of \$8236.

The garbage collected consists of household wastes, garbage, rubbish, and ashes. Collections are made six times a week in the business districts and twice a week in the residential districts.

The collections consist of ashes and garbage mixed, the ashes absorbing the liquids of the garbage. Odor is eliminated to a certain extent, the fly problem is greatly reduced, and collections can be made less frequently. In this work every effort is made to control odor and dust. The wet garbage in hotels and restaurants is kept separate and taken directly to the Hog Farm.

#### Waste Transportation

The waste is transported in trucks with watertight steel tank bodies of

six cubic yards capacity, that will accumulate and retain garbage, and constructed so as to be easily cleaned and flushed. The interior surface is smooth and rounded edges permit easy washing. The bodies are of low height so that a collector can empty cans into them with ease and facility, thus minimizing the strains common to the occupation. Tarpaulins have been found to be the most efficient covers to prevent the spread of odors and loose garbage. A tarpaulin cover is costly, wears out quickly, and grows dirty easily, but it does not rattle, and permits the expansion of loads during periods when the amount of garbage is at a maximum. Steel and wooden covers are built in sections but wear loose, get broken, and are noisy and heavy. The bodies are dumped by means of a power hoist, which causes the body to rise in the front, dumping the garbage out through a tail gate in the rear.

#### Daily Reports

Concise daily reports are kept for the various routes showing at a glance the number of houses visited, number

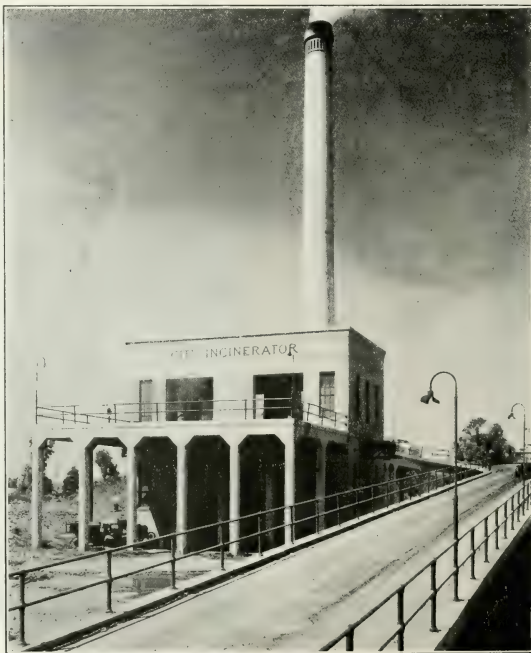
of calls, kinds of refuse collected, complaints and their reasons, payments for service, operating costs, etc.

At the close of each day the trucks are thoroughly washed, cleaned, and disinfected at the "Disinfecting Plant" maintained at the City Corporation Yard. This plant consists of a large enclosed sump and tank and hose equipment with a 350-pound pressure. The trucks—four at a time—are placed in this plant and cleaned with this high-pressure hose. When they come out they are spick and span and the disinfectant has killed all of the germs that might have been present in the trucks.

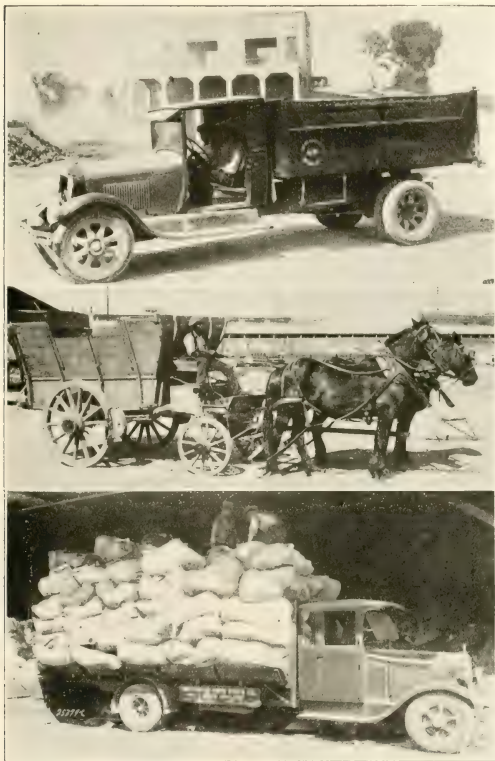
#### Disposal of Wastes

The prime requisites in garbage disposal are sanitation, economy and expediency. The methods of disposal are divided into those of recovery, in which there is an actual profit that pays for the cost of the process; and the method of destruction, in which there is little or no profit involved.

Of all the wastes wet garbage is the most valuable, as it contains food materials used with profit in feeding hogs.



City Incinerator, Sacramento



One of the new Ford garbage trucks in use at Sacramento, at top. Center: Type of horse-drawn equipment replaced by motor trucks in the Sacramento garbage department. Bottom: Unloading waste paper sold by the City to Independent Paper Stock Company, Sacramento.

The disposal of garbage by feeding to animals is considered one of the proper and scientific methods of disposal—seventy-five to one hundred hogs will average a ton a day. The idea that disease may spread as the result of such feeding appears to be unfounded since garbage-fed hogs are as healthy as other hogs and much of this criticism is really directed against poor management rather than any defects in the system itself.

#### Ten-Year Contract

The city has a ten-year contract with the Sacramento Hog Company, which purchases wet garbage for hog feed at \$2.76 per ton. The company operates a hog farm ten miles east of

the City Hall, in a thinly populated section of Sacramento County. The company and its farm is under strict sanitary regulations of the city, and its management is in the hands of the Garbage Department. At this farm, where a modern plant has just been completed, there are between 2000 and 3000 hogs of high grade, a fine herd of Maltese boars having been imported for breeding purposes. The entire plant is under constant municipal supervision and is thoroughly cleaned daily.

Dry garbage is incinerated at the City Incinerator, which is located on the northern outskirts of the city, and has a capacity of fifteen tons per hour. There is some salvaging in connection with incineration, a small combustible

dump being maintained for this purpose.

#### Land Filling

Then there is disposal by land filling at the Twenty-fourth Street non-combustible dump. This represents a return in that the rubbish is being used to fill in low land and provide an extension at grade for North A Street.

An excellent source of revenue, amounting to \$1150 per month, is now being realized in the sale of waste paper by the City to the Independent Paper Stock Company of Sacramento. On April 1, 1929, the City took over the sale of waste paper which had formerly been in the hands of the Standard Garbage Men's Association, composed of the garbage collectors employed by the City. This change in policy corrected a great evil, for the men were so busy with their own "private" paper business that they neglected their duties as city employees. To compensate them in part for taking away this business, the City granted each collector a wage increase of 25 cents per day.

#### Sale of Waste Paper

Since April first the sale of waste paper has poured into the City coffers the \$1150 each month, so it is no exaggeration to state that this will bring the local government an annual revenue upwards of \$13,500. It will amount to \$10,000 this year, since the sale was not started until the first three months of the current year had passed. Last year only \$588.90 was realized by the City from the sale of waste paper. Under the present regime there is an average sold of 225 tons per month at \$5.25 per ton, and 1000 pounds more per day being collected than in 1928.

#### Complete Motorization

In order to arrive at a practical solution for replacing the horse-drawn equipment, the study, already mentioned in this article, was made of various types of equipment then in operation in the Garbage Department.

The type A. A. Ford truck, equipped as follows, was selected as the most suitable type.

Model A. A. Ford trucks complete with cabs, Ford Dual High Transmissions, low-speed worm drive, Pierce Model A. A. Truck Governors, Rowe Twenty-inch Extension Frames, and W. and K. Web Steel Wheels (dual wheels in the rear, and single wheels on front).

Tire equipment for each truck consists of seven eight-ply heavy duty 30x5 truck tires.

The bodies of the trucks are three and three-quarter by six rear end dump with underbody two-speed hand hoist,

(Turn to Page 463)

# Lynwood, the City of Homes

*Strategically Located in  
Heart of the Great  
Industrial Center of  
Southwest*



By ALICE M. RUTTER  
*City Treasurer, Lynwood*

LYNWOOD, CALIFORNIA, founded in 1913 and incorporated as a city of the sixth class in July 1921, now enjoys a population of about 10,000 inhabitants which is 100 per cent white with great promise of remaining so as the racial restrictions are deeded and run forever.

A new City Hall of brick construction was completed in 1928 at a cost of \$50,000, exclusive of the site, wherein are housed all the departments of city government; the original City Hall, a frame structure, having been destroyed by fire in 1927.

## Public Utilities

The public service utilities are modern in every respect. An adequate supply of pure water is supplied by a municipal plant on a flat service charge of \$1.50 per month with a discount of 25 cents making the net charge for an unlimited supply \$1.25 per service con-



ALICE M. RUTTER

nection. The source of supply is from artesian wells located for the most part within the city limits. Water from the Colorado River will be available for use in Lynwood through the Metropolitan Water District when the city chooses to annex to the district and when the Colorado River Project and aqueduct is completed.

## Sewer Service

Sewer service is secured through membership in the Metropolitan Sewer



Upper picture: Lynwood's Woman's Club House. Center: Section of Lynwood's business district. Bottom: Lynwood Abraham Lincoln Grammar School.



*City of Lynwood's beautiful new City Hall*

District now in operation, with laterals and main trunk lines completed and serving the entire city. Electricity for power, heating, lighting and cooking is furnished by the Southern California Edison Company. Natural gas is supplied by the Southern California Gas Company. Rates for both gas and electricity are reasonable for all purposes, while the supply for all future development is assured.

Telephone service is supplied by the Consolidated Utilities Company, an independent company with toll line connections with the Bell and other systems, the Los Angeles toll charge being 10 cents.

Fire and police protection is afforded through the efficient organization of both departments with a full time paid personnel, equipped with motorized facilities of the latest and most modern design.

#### Strategically Located

The city of Lynwood is strategically located in the heart of the great industrial empire of the Southwest, being within a few miles of nearly every major manufacturing plant in the metropolitan area and is about equidistant between the beaches, the mountains and the business district of Los Angeles.

Many of the major highways connecting the mountains, the sea and Los Angeles pass directly through, or border on the city limits of Lynwood. The main artery between Los Angeles and Long Beach, known as Long Beach Boulevard, is the main thoroughfare upon which the retail business district centers.

#### The Home City

Because of its proximity to the many industrial plants, such as the Central Manufacturing District; the Goodyear,

Firestone, Goodrich and Samson Tire and Rubber plants; the Willys-Overland and Ford plants; the Los Angeles and Long Beach Harbor districts; the Torrance, Santa Fe Springs and Signal Hill Oil Fields and the hundreds of other industries of lesser importance, Lynwood is truly a Home City for the employees of these many factories and auxiliary industries.

The residents of Lynwood for the most part own, or are buying their homes, and take great pride in the appearance thereof with the result that no finer residence district of the middle class may be found. The retail district is well organized and well patronized, serving the trade with the luxuries and necessities of life in a manner unexcelled by any city of its size in Southern California.

#### Educational Facilities

The educational facilities are par-excellent, supplied by the Lynwood Board of Education with wonderful school buildings well equipped from the primary to the University.

The religious life of the city is supplied by many well supported churches of various denominations, while the social life is carried on through such agencies as the Woman's Clubs, American Legion, Exchange Club and many fraternal societies and clubs.

The civic affairs are administered by a harmonious City Council supported by a well organized and financed Chamber of Commerce working hand in hand for the development of the natural advantages of the vicinity and for the progress and prosperity of the city and its citizens.

The appraised valuation is fair and reasonable, the assessed valuation is in keeping with other cities of Southern

California and the tax rate is the lowest among the average communities.

Visitors and prospective residents find a hearty welcome in Lynwood and are shown every consideration for their comfort and well-being. The doors are open and the world is invited to come and pay Lynwood a visit.

#### A. I. S. C., INC.

The next annual convention of the American Institute of Steel Construction, Inc., will be held in Biloxi, Mississippi, at the Edgewater Gulf Hotel, beginning Wednesday, November 13, and continuing until Saturday, November 16.

An international conference on steel construction, to be held in Liege in August, 1930, has been announced by the American Institute of Steel Construction, Inc. This conference has been called in conjunction with an exposition on steel and has been arranged under the auspices of the Belgian government.

The American Institute of Steel Construction, Inc., also has been invited by the German Steel Syndicate (Stahlwerks Verband) to participate in a large international conference on steel construction to be held at Dusseldorf about the same date or near by. These conferences will be attended by some of the leading structural engineers of the leading nations of the world.

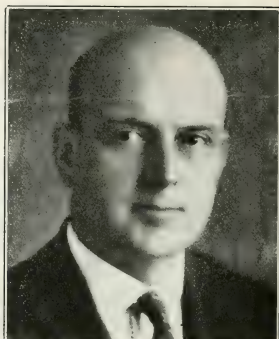
#### LEGION SAFETY SIGNS

The American Legion of Santa Ana, California, is erecting signs urging safety on all of the main traffic arteries of the city as its part in the Legion's nation-wide campaign to reduce the annual accident death toll.

# Detail of Los Angeles' City Budgeting Plan

By ROY A. KNOX

*Director of the Bureau of Budget and Efficiency, City of Los Angeles*



ROY A. KNOX

## Income Estimate

The Charter requires the Controller to furnish, on May 1, an estimate of income from all sources other than taxes. The estimate of taxes (maximum levy is fixed by Charter) is made by the Director of the Bureau of Budget and Efficiency.

This year the following is the estimate of income for the budgetary departments:

Taxes .....	\$20,000,000
Fees, charges and sales .....	3,500,000
Municipal court fines .....	1,000,000
Franchise income .....	600,000
Interest .....	500,000
Rents .....	60,000
	<b>\$25,660,000</b>

On May 1, the Bureau has completed its investigation and made its findings as to what each department should be allowed. Hearings begin on that day between the Mayor and the department heads (in a regular order of sequence) and the Director and Assistant Director of the Bureau of Budget and Efficiency. If a department head is not satisfied with the allowance of the Bureau of Budget and Efficiency he presents his arguments to the Mayor, who makes the final decision.

## Mayor's Budget

On or before June 1 the Mayor must submit his proposed budget to the City Council. The Council has twenty days in which to consider it and must hold a public meeting at which any taxpayer or citizen may voice criticism of the proposed budget. The Council may change any item therein, but if it does, the Mayor has five days in which to consider such changes. If he vetoes any change made by the Council the budget is

ANYONE who will make investigation of the Los Angeles City budget will become convinced that the Board of Freeholders were very wise when they embodied in the new City Charter the present budget plan.

The Charter provides for the executive type of budget and creates an independent fact-finding agency for handling the intricate details of the work. This independent fact-finding agency is the Bureau of Budget and Efficiency, headed by an individual appointed in compliance with the Civil Service rules and whose powers and duties are set forth in the Charter as follows:

"Sec. 398. The Director of the Bureau of Budget and Efficiency shall have power and it shall be his duty to investigate the administration of the various departments of the city for the purpose of recommending to the Mayor and Council concerning the duties of the various positions in said departments, the methods of said departments, the standards of efficiency therein, and such changes as in his judgment will promote economy and efficiency in the conduct of the city government.

"Sec. 399. The Director of the Bureau of Budget and Efficiency shall assist the Mayor and Council in the preparation of the annual budget and in the consideration of any appropriations subsequent thereto, as set forth elsewhere in this Charter, and throughout the year shall conduct studies and investigations that will assist in the preparation of the budget.

"Sec. 400. The Director of the Budget and Efficiency shall furnish the Mayor or Council such aid, information or recommendation as shall be requested of him in writing by the Mayor or Council."

## Budget Forms

The fiscal year of the city begins July 1 and ends June 30 of the following year. By the first of March, eight months of the current fiscal year have elapsed. Prior to this date the Bureau of Budget and Efficiency distributes to the budgetary departments regular forms for submitting their requests for the coming fiscal year, also showing on these forms the amounts spent for the last fiscal year

and for eight months of the current fiscal year.

There are five departments which are not included in the general city budget for the reason that they operate independently of the Mayor and Council in so far as expending their revenues are concerned. They, however, are compelled by Charter provisions to adopt a budget for their own operations.

The City Controller is, by Charter, given the power to formulate the accounting procedure of the city and so the departments, in submitting their requests, always use the classification required by the Controller. The general classification used in the budget and on the Controller's records are as follows: Salaries, Land, Buildings, Equipment, Expense.

## Budget Requests

The requests for salaries or personal services are listed by positions, such as: Twelve topo draftsmen at \$180, \$25,920; three stenographers at \$125, \$4,500.

The requests for land, buildings and equipment are itemized by units and the estimated cost of each.

The requests for expense are listed under reasonably segregated units and numbered, such as: 1, Office Supplies and Expense; 2, Printing and Binding.

There is a different segregation for the different departments. This is done to avoid too rigid a control, thus hampering the department head. This gives reasonable latitude to the department head without losing all control of departmental expenditures by the Mayor and Council.

The requests are submitted to the Bureau of Budget and Efficiency not later than April 1. They are carefully checked and four typewritten copies are made. One copy is given to the Mayor, one to the Council, one to the Bureau of Budget and Efficiency, and one returned to the department. The original is always kept on file by the Bureau of Budget and Efficiency.

The requests of the various departments are assigned, upon the basis of departments and functions, to the different members of the staff of the Bureau of Budget and Efficiency. Every single item requested receives a careful investigation.

returned to that body, which then has three days to consider his veto and may override any veto by a two-thirds of the entire Council.

The Los Angeles City budget is both the plan of expenditure and the appropriation act, for the Charter provides that upon its adoption the several items are deemed appropriated for the purposes therein stated.

#### Expenditures Governed

Some cities struggle through the agony of preparing a budget and then forget it. The success of the Los Angeles budget is discovered in the fact that expenditures are governed absolutely by it. Each department is allowed to expend one-twelfth of its annual budget each month. The Controller sets upon his books the various

items and segregations allowed each department in the budget.

On all expenditures for other than salaries, the department heads submit a requisition to the Purchasing Agent and before the Purchasing Agent honors it he submits it to the Controller, who will not approve it unless the item requested is specifically authorized under Land, Buildings or Equipment, or properly falls in one of the segregated items of expense.

Personal services, or salaries, are doubly safeguarded, because in addition to the budget allowance the Council must authorize, by ordinance, the personnel granted each department.

The question has been asked: "If a department head finds he can dispense with something granted in the budget

and badly needs something not allowed, what is his remedy?" He makes a written request to the Mayor for a transfer of funds within the budget. If the amount involved is not more than \$1000, the Mayor's approval is sufficient. If it is in excess of \$1000, the Council must concur with the Mayor's approval before it is effective.

To take care of unforeseen needs there is a substantial sum provided in the budget under the name of "Unappropriated Balance." The Council makes appropriations from this fund to the various departments where an emergency justifies such an appropriation. If the Mayor does not approve such additional appropriation it requires two-thirds vote of the entire Council to pass it.

## Montebello, the City of Flowers

By ZOLA V. COTTON

*Secretary, Montebello Chamber of Commerce*

**F**AVORABLY located for industrial expansion, pleasantly situated in the lee of verdant hills, within eight miles from the center of the great metropolis of Los Angeles, Montebello, "The City of Flowers," now offers much to that tremendous group of American citizens, the great middle class.

But when Montebello was incorporated as a city of the sixth class under the state laws of California in the year

of 1920 she faced every problem of a new community alive to the necessity for improvement. Each necessity in turn was met until Montebello now has a wonderful sewer system, sidewalks, curbs, gutters, paved and macadamized streets, tree lined; city hall and jail, fire department, police department with city yards and plenty of road equipment.

The necessity of the above mentioned needs were seen and approved

of by the citizens at large but the recreational improvements came much slower.

A fifteen-acre parcel of land geographically in the center of the city lying midway between Whittier and East Ninth Boulevards contained an ugly ravine which was considered a detriment to the development of the city. The land was expensive because of the Whittier Boulevard frontage, yet it was not suitable for building pur-



*Beverly Boulevard Auditorium on Beverly Boulevard*

poses. In the spring of 1922 a few aggressive citizens took a personal option on this land for a park site. Engineers were called in and it was stated that to make this acreage into a park would cost thousands of dollars, due to the fact, that the land contained a natural drain and if stopped up Montebello would be flooded during the rainy season. It was suggested that a great concrete drain be established down the center of this barren parcel of land if it were to be used for park purposes. The plan was rejected because of opposition to such a hideous looking contraption.

#### Park Site Purchased

This was the beginning and agita-



*A bed of Kentia palms in lath house of another large nursery*

tion for a city park continued. Early in 1923 ten acres of this site were purchased. Three years later competent engineers and landscape architects, working on a different theory, overcame the drainage barrier and plans were developed which later converted the ugly ravine into a beautiful and picturesque municipal park. A wind-

ing, tortuous little creek was created with scenic bridges and two lakes. Shrubs, bushes and trees of every description were planted in great abundance. Huge trees, some thirty years old, were transplanted to the park which now gives the appearance of being much older than it really is. Winding, romantic paths to lead errant footsteps through sylvan bowers were laid.

#### Natural Amphitheater

A natural amphitheater was improved upon with comfortable benches and a large well-lighted stage was developed. The background and wings of the stage were formed by a huge wire shell which has grown solid with vines and other greenery.

Croquet and tennis courts were provided, as well as a regulation bowling green. Kiddies' playground with wading pool, boy scout cabin, picnic tables, fireplace and comfort stations also add to the attractiveness of the park.

Twenty-two light standards containing 500 watt lights make the park a lighted fairland every evening.

#### Recreational Center

The park as a recreational center proved such a success that in the spring of 1927 bonds were voted in the sum of \$100,000 which were for the purchase of the five remaining acres of the site, to erect a swimming pool, the building, pool and equipment the cost



*Montebello's Municipal Swimming Pool*



*Left: The park site showing ravine just after purchase by Montebello. Right: City Park as it is today, taken from same location as that of the barren ravine—some difference.*

of which was approximately \$85,000.

Since the opening day of the pool, July 23, 1927, there has never been any doubt in the minds of the taxpayers of Montebello as to the wisdom of the project. The plunge is open nine months in the year. The depth varies enough to afford diving and, therefore, is attractive to amateurs and professionals. The plunge is enclosed on two sides by the large bath house of Spanish design. The bath house contains hundreds of dressing rooms and showers for men and women.

The Montebello Municipal Plunge is

considered one of the most popular pools in Southern California because it is so conducted and managed as to make it use a pleasure.

The citizens of Montebello were so proud of their park, playground, picnic ground and plunge that early this summer they voted bonds for \$30,000 for a Municipal Library Building to be erected in the remaining two and one-half acres of the undeveloped park site—this building will be completed early next spring.

Montebello has met and vanquished her recreational problems.

and adhered to the pipe with Petrolastic Cement XX.

#### Laid in Trench

"The Rockridge Siphon was laid to lines and grades in a trench varying from seven to nine feet in depth, excavated of sufficient width to give a clearance of about one foot on each side of the pipes. The pipe lines themselves were five feet six inches apart on centers, giving a clearance between them of about one foot. As soon as the field riveting of the circular seams between the thirty-foot sections was done, the pipes were subjected to an internal hydrostatic pressure of 175 pounds per square inch. Under this pressure only a very few leaks appeared and those that did appear were carefully repaired. The circular seams were then covered with a coating of Hermastic Priming Solution, followed by Hermastic Pipe Coating, covered with Pabco Pipe Covering adhered with Petrolastic Cement XX.

"During the backfilling, the pipes were maintained in circular shape by means of internal water pressure. The finest of the excavated material was placed next to the pipe and thor-

## Rockridge Siphon of the Mokelumne Project

ONE of the most important projects for the development and transmission of water in the recent history of the Pacific Coast is that of the East Bay Municipal Utilities District. This water supply system to provide for nine cities along the East Bay, has been designed for an ultimate total capacity of two hundred million gallons daily.

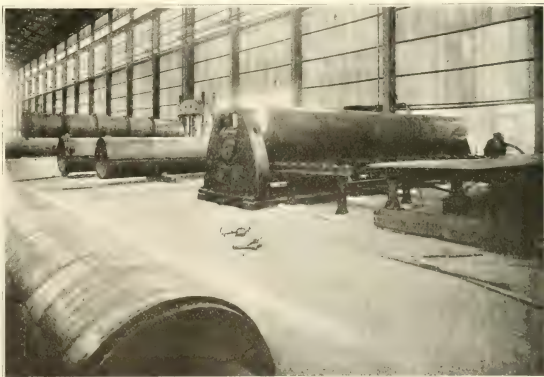
### Rockridge Siphon

That part of the project known as the Rockridge Siphon was fabricated and installed by Western Pipe & Steel Co., of California, exclusive manufacturers of lock-bar steel pipe in the west. Of this feature F. W. Hanna, who was Chief Hydraulic and Designing Engineer of the East Bay Utility District, and is now Chief Engineer and General Manager, wrote:

"The Rockridge Siphon may be said to consist of a double line of lock-bar steel pipe 1224 feet long. The pipe is made up of two seven-sixteenths-inch plates in sections of thirty-foot length with two longitudinal seams without intervening circular joints except on curves. The sections have a mean internal diameter of fifty-four inches, and are tapered to permit connecting them in the field with double riveted lap joints except on curves where the field connections were made with double riveted butt strap joints. The lines were of necessity quite crooked and involved horizontal, vertical and combined horizontal and vertical curves which required a large percentage of the sections to be joined with butt straps. Where the curvature required joints within thirty-foot lengths, these were made in the shop in the same manner as were the field joints on curves.

"After the thirty-foot sections of

the pipe were completed in the shop they were subjected to hydrostatic internal pressure sufficient to develop a tensile stress of 20,250 pounds per square inch of plate, and while under this stress were hammered vigorously



*This view of the South San Francisco plant of Western Pipe & Steel Company shows the fabrication of lock-bar steel pipe for the Rockridge Siphon of the East Bay Municipal Utility District, described in the accompanying article*

on both sides of the seam at one foot intervals with a ten-pound hammer. Following this test the pipe sections were thoroughly cleaned, heated to about 450° Fahrenheit in an oven and then dipped in Hermastic Pipe Coating at about the same temperature. When the coating had cooled, the pipe was spirally wrapped with Pabco Pipe Covering weighing about forty pounds per square, placed under a tension of thirty-three pounds per foot width

oughly compacted. The earth was spread in layers not exceeding six inches in thickness, moistened and thoroughly tamped, and at roadway crossings the refill was compacted with rollers. The pipes were surrounded with reinforced concrete under highway and street crossings, and were carried under the Sacramento Short Line Railroad through a culvert designed to form an underpassage also for a road."



## WE MEET AGAIN

CONVENTION days are here and a thousand or more city officials and others who may be interested in municipal affairs will get together in Oakland for a talkfest and an exchange of ideas. It is not probable that I will meet all of you singly, shake hands and exchange greetings, much as I would like to do so. The time was when I did this and was able to recall names and faces afterwards. But I find that I cannot do that any more. I have met so many each year that it has become impossible to place them all; then, besides, possibly my memory is not as attentive as it was years ago. So, don't be offended if I call you by the wrong name or ask how things are in Monrovia when you come from Colusa. And do not hesitate to introduce yourself to me, even if I appear frigid and lofty; it's only my bashfulness that makes me act that way.

\* \* \*

There will be a badge for everybody and a badge is a permit that authorizes the wearer to speak to another badge wearer without the formality of an introduction. Mighty sincere and lasting friendships are frequently started that way. And if you want to get some information on any particular subject, ask questions of anyone. You might be surprised to get an illuminating answer right off the bat, or else be told where you can get what you want. There has been more useful information picked up that way at our conventions than ever emanated from the speaker's platform.

Here's hoping you will be there and we can exchange philosophical reflections or swap yarns.

\* \* \*

## Result of Research

There is going to be a paper read at the convention that will illustrate the value of research in connection with a municipal problem. The question as to how large a sum should be expended in the exercise of a particular municipal function is a serious one. For instance: how much should be spent on fire department and maintenance? In the past the conclusion has been a guess, because there was no measure

by which a definite answer could be arrived at. Now, I have a hunch that, after a lot of research it has been found out that in the ratio of fire insurance premiums to fire losses will, when that ratio is determined, give an index as to the amount of outlay for fire protection. However that may be, a paper will be read at the convention that will give us the dope. I am creditably informed that it took a considerable amount of research and the expenditure of some money to get the facts that this paper will set forth. But, if it gives an answer to the problem, it will be worth the time and money which it cost.

\* \* \*

## City Attorneys Opine

When is a law not a law?

The Legislature passes an act which the Governor approves and after ninety days it is supposed to achieve the status of a full-fledged law. But supposing that the Legislature didn't act in the way the constitution says it should when it made the act. What then? A city attorney says that it is unconstitutional. And another city attorney says the same thing. Now, take it from me, when two attorneys agree on a complex legal matter it is time to sit up and take notice. And when the two city attorneys are the distinguished legal representatives of the big cities of Los Angeles and San Francisco, then the injunction to stop, look and listen is something to heed. The thing I am broadcasting is the opinion of these two gentlemen to the effect that the act of the Legislature imposing a liability upon cities for the negligent operation of motor vehicles is unconstitutional. Now, it is perfectly true that the opinion of two lawyers, no matter how learned they may be, does not make a law invalid; it takes a court to do that. Therefore, there should be a decree of the Supreme Court to that effect and the sooner we can get it the better. How about a test case that will settle the matter? Then a lot of insurance policies could be cancelled and return premiums collected.

\* \* \*

## Restrictions as Aids to Liberty

On my desk is a booklet issued by the engineering department of a considerable size city giving information concerning the functions of that depart-

ment and answering a lot of questions relative to matters connected therewith. Of about sixty questions nearly half of the answers contained this statement: "Get a permit from the engineering department." I have no doubt but that the requirement to obtain permission to do something is a proper exercise of police powers, but frequent use of the phrase, "get a permit," led me to consider just how many varieties of permits were required by this government of the free before we could do the things that we would like to do. Make a total of the permits required by the engineering, police, health and all the other municipal departments and you'll have a pretty long list. Then add those required by the state and the national governments and the list will be increased so that you'll begin to think that individual freedom is something that doesn't exist any more. We can't even cross a street until permitted to do so by the flash of a green light. But are these licenses or permits really a restraint upon our liberties; are they not instead the fulfillment of that governmental guarantee of "life, liberty and the pursuit of happiness"? Is it not true that the requiring of permits from the health department is a protection to the continued enjoyment of life; if not to you, at least to others? So, in the final analysis, all just restrictive measures which many complain of are in truth measures which promote life, liberty and the pursuit of happiness to the greater number of human beings, and those whom they do oppress are relatively few in number.

\* \* \*

## Professor Reed Decorated

I saw the picture of an old friend in an eastern municipal magazine a few days ago, none other b'gosh, than "Tommy" Reed, as we used to call him, in the bygone days. And he had the same grin on his face that he then wore. Tommy's career in California was somewhat meteorlike. Besides being quite a brilliant flash in the municipal firmament, he left some tangible reminders of a useful flight. He taught Political Science in the University of California, wrote the San Jose Charter and became the first City Manager of that city. He was a gust of fresh air at our conventions and if he had stayed in the game would probably have been

the League's president in 1917. But his course was onward and upward and he went to the University of Chicago from which he made studies of some of the large eastern cities and published illuminating pamphlets setting forth his discoveries and conclusions. His latest exploit was an investigation of the government of Belgium, for which King Albert is about to (probably has by this time) pinned on his bosom a decoration of the Order of Leopold! which is said to be some distinction. Hence his picture in the papers. Well, Professor, we are still with you in spirit and wish you lots of more honor. If you ever get around on this side of the world again we'll put you on our convention program, only hoping that you will not be so overloaded with medals, decorations and insignia that your smile will be totally obscured.

\* \* \*

#### Tests for Integrity

These psychologists are wonders. They have got so that now they can measure not only a man's knowledge but his ability to acquire knowledge, his intelligence so to speak; also his degree of initiative, resourcefulness, industry and the various other traits that constitute conduct and human behavior. Now, a fellow comes along and announces a test that will establish the relativity of a man's integrity—honesty. The trouble with most of these psychologists is that the tests they employ cannot be readily tested for accuracy. However, it is likely that they do give an approximate estimate of a man's quality or worth, and it sets my mind wandering and questioning.

How long will it be before integrity tests will be made as part of our civil service examinations? And then, heavens! Suppose there should be a law requiring a person to take an examination for integrity with a credit of eighty points before he can become a candidate for public office? The answer to that question is: When we get a Legislature honest enough to pass such a law.

# LOS ANGELES

Extends to the

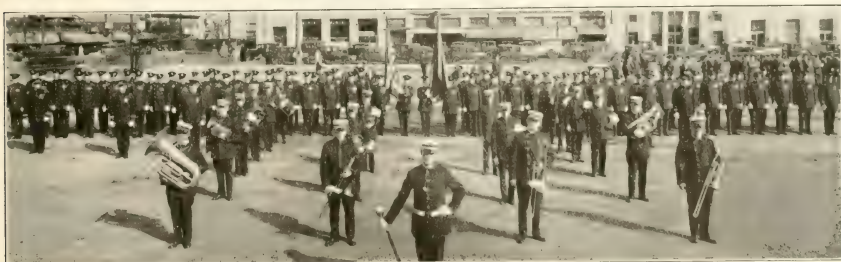
## LEAGUE OF CALIFORNIA MUNICIPALITIES

A MOST CORDIAL INVITATION TO

HOLD THEIR

## 1930 CONVENTION

IN THIS CITY



Oakland Police Department in review, headed by Oakland Fire Department Band



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

## ANOTHER MILESTONE

**M**ONDAY, October 7, will witness the opening of the Thirty-first Annual Convention of California city officials, gathering together again as they have been doing for the past three decades for the discussion of municipal problems and the exchange of ideas and experiences.

It is conceded throughout the country everywhere that much of the progress and advanced development of this great state of ours during the last twenty years has been due in a very large degree to the League of California Municipalities. Other states, observing the great strides we have been making in municipal progress and improvement are looking to California as the guiding star leading to better cities, happier homes and a contented people.

## Departments of Government

It is said that a citizen of these United States who resides within the confines of an incorporated city or town is subject to four different departments of government; first, that of the nation; next, the state; third, county government, and last but by no means least, the government of the city or town in which he happens to live. The average citizen, on being asked which of these four departments of government are most vital to his welfare and happiness would be apt to say at first blush, "the national government, of course," when a little reflection and more mature thought on the subject would convince him that the department of government which is more vital to his health and happiness and particularly to his pocket book is that of the city or town in which he happens to live.

## Rural Movement

While on the subject of living in cities, I wonder how many people realize the magnitude of the great movement which has taken place from rural to city life. About the time this nation entered upon its career the cities and towns were very few and far between. A vast majority of the people lived on farms, made their own clothes and, to

a large extent, manufactured in a crude way their own farming implements. But with the invention of machinery, and the building of mills and factories a transition commenced. People began to move away from the country and into the city, and this movement has continued ever since, until today it may be said that the urban population throughout the land outnumbers that of the rural population by not less than three to one. In some parts of the country this movement has been more pronounced than in others. Here in California the last report of the state controller shows that not less than eighty-one per cent of our people live within municipalities. What does this great transition mean to city officials? For one thing, it means a vast enlargement of their opportunities and responsibilities. "As the twig is bent, the tree's inclined," and if this maxim may be applied to the relation of our little local governments to that of the great nation, it means a lot. Better munic-

ipal government means better county government and this, in turn, is bound to be reflected sooner or later in the government of the state and that of the nation.

The foregoing comments call to mind the importance and significance of the great work in which we are engaged and the necessity of increasing the functions of our organization by adding new services and benefits and enlarging its sphere of influence. The old saying that "Man should not live for himself alone" has like application to municipalities which, after all is said and done, are merely groups of men. Cities, like men, learn from one another, profiting by one another's experience and avoiding others mistakes.

## Amendment Proposal

At the approaching convention, which is to be held in Oakland next week, a proposition will be submitted to the delegates for amending the constitution of the League so as to provide, among other things, for a full-time executive. During the last two or three years there has been a growing belief in the minds of many of our leaders in civic work that the needs and requirements of the organization demand a larger, better and more efficient service. The suggestion has met with a favorable response from every source wherever it has been mentioned.

## Full-Time Secretary

New conditions bring new problems and such matters as city planning, aircraft, zoning, radio and traffic regulations in cities require more investigation, research and attention than a part-time secretary has heretofore been able to give. A revised and up-to-date edition of the municipal hand-book is wanted. The League's library of ordinances should be greatly augmented and improved, this branch of the service being one of the greatest benefits the League has to offer.

There is no doubt but that the employment of an energetic and competent executive, devoting his entire time to the service of the League, supported by competent assistance and an up-to-date magazine, would result within a few years in bringing about the most effective, powerful and outstanding municipal organization on the American continent.



H. C. BOTTORFF  
President, League of California  
Municipalities

**T**HROUGH the untiring efforts of Mr. Bottorff, a recognized leader in municipal affairs, this year's convention promises to be the most momentous in the history of the League.



## Water Supply for East Bay Cities

furnished by the timely installation of 8800 feet of 30 and 36-inch Hume centrifugal reinforced concrete pipe, operating under maximum head of 115 feet. East Bay Municipal Utility District, July, 1929.



## American Concrete Pipe Company

San Francisco

Los Angeles

San Diego

Phoenix

Tacoma



*California State Highway near Whittier*

*Concrete paved, 56 feet wide*

## Smooth wide concrete highways invite safe motor travel

WHAT better inspiration to motoring than roads that speed traffic, with safety? Invitingly wide highways of portland cement concrete. Delightfully smooth pavements that leave pleasant memories in your mind, as you drive.

Concrete highways afford good traction even in wet weather. Tire-treads grip—and hold, on these *safe* highways. Concrete makes for cleanliness, too, and for a beauty that is enduring. The built-in smoothness of a concrete road means utmost comfort in riding, and minimum expense for tires, gasoline, repairs.

### PORTLAND CEMENT ASSOCIATION

Los Angeles :: San Francisco

*A National Organization to improve and extend the uses of concrete  
Offices in 32 cities*

PORTLAND CEMENT  
**CONCRETE**  
FOR PERMANENCE

*If you mention Pacific Municipalities it will help*

# League of Oregon Cities

By J. L. FRANZEN, *Executive Secretary*

*City Manager, Oregon City*



J. L. FRANZEN

## PROGRAM

Third Annual Convention League of Oregon Cities

State House, Salem  
October 25, 9:30 a. m.

Address of Welcome—GOVERNOR I. L. PATTERSON and T. A. LIVESLEY, Mayor of Salem, Oregon.

Response on Behalf of League—COMMISSIONER A. L. BARBUR, Portland, Oregon.

President's Address.

Secretary's Report, Reading of Minutes.

Treasurer's Report.

Report of Committee on Legislation: Recommendations Uniform Legislation, Uniform Building Code, Plumbing Code, Electrical Code, etc.—FRED WILLIAMS, City Attorney of Salem, Oregon.

Construction Cost of Sewage Disposal Plants—Discussion of Recent Pollution Survey—H. S. ROGERS, Dean of Engineering, O. A. C.

Municipal Finances—DR. J. H. GILBERT, University of Oregon.

Taxation of Municipal Property—DR. BARNETT, University of Oregon.

Municipal Leagues and Their Benefits—WILLIAM J. LOCKE, Executive Secretary, League of California Municipalities.

Uniform Accounting—Discussion to be led by HAL HOSS, Secretary of State.

Amendments to Constitution.  
Election of Officers.

## NOTICE OF MEETING FOR UNIFORM SYSTEM OF MUNICIPAL ACCOUNTING

By HAL E. HOSS

*Secretary of State and State Auditor*

THE last session of the legislature enacted a law requiring the secretary of state to formulate and prescribe a uniform system of accounting for all municipal corporations, excepting any county or municipal corporation located within any county having a population in excess of 100,000. The attorney general has advised that the term "municipal corporations," as used in this law, includes counties, cities, school districts, special road districts, highway improvement districts and irrigation and drainage districts. The law also provides that before a final recommendation is made a hearing shall be held by the secretary of state, which anyone interested might attend.

In order to carry out the intents and purposes of this law to the best advantages, I have asked the League of Oregon Cities to appoint a committee to ascertain procedures and practices in various parts of this state as well as in other states, and to be in position to report to me their recommendations in connection with the public hearing called for in the law. This committee will be ready to report on the afternoon of October 24, and in consequence I am calling the meeting for that time. The session will be held in the Hall of Representatives, in the State Capitol Building at Salem, commencing at 2 o'clock on the afternoon of October 24, 1929, and you are earnestly urged to be present to participate in the discussions and to give me the benefit of your experience. This is an extremely important matter, and I trust that you will make every effort to come.

A regular meeting of the League is to be held in the same room on the day following, i. e., October 25, and which I am sure you will want to attend. The date for our hearing has been set so as to be convenient for those who attend the League meeting, but in any event I again urge you to arrange to be with us on our accounting meeting on the afternoon of the 24th.

## Official Call to the Third Annual Convention of the League of Oregon Cities

To All Officials of the  
Cities and Towns of Oregon:

YOUR attention is respectfully called to the Third Annual Convention of the League of Oregon Cities, which is to be held in the City of Salem, Oregon, October 25, 1929.

Matters of great public interest and corresponding importance will be taken up for consideration and discussion, and every city official, elective or appointive, is invited to attend the convention and participate in the proceedings.

A large per cent of the people of Oregon now live in cities and towns, wherefore we have a large responsibility, as the health and happiness of these people is largely in our hands.

Cities, like men, cannot live for themselves alone, but must learn from one another and profit by one another's experience. Better municipal government means better government in our counties and better government in our state.

It is hoped that as many officials as possible will attend this convention. Salem is making great preparations to make it enjoyable as well as profitable.

Please be present.

CHRIS SCHUEBEL,  
President.

J. L. FRANZEN,  
Executive Secretary.



Photo by G. Haven Bishop, Los Angeles

*East Side Health and Welfare Building, Belvedere Gardens, near Los Angeles, uses electricity for all lighting, heating, ventilating and power purposes*

## Electricity in Modern Public Buildings

By R. C. McFADDEN

*New Business Manager, Southern California Edison Company*

REALIZING the versatility of electricity for service in the maintenance of public buildings, and the part it is taking in promoting better health and efficiency among workers, architects and builders today are giving more thorough consideration to the complete use of electric energy in modern structures. Services undreamed of even a few years ago are now being performed by electricity in public buildings.

The use of electricity for heating, ventilating and power purposes in the modern business buildings of Pacific Coast cities is quickly approaching the stages of general acceptance by builders that for many years has been accorded the use of electricity for all lighting purposes. Installation costs for electrical service systems compare favorably with the costs of other systems giving approximately equivalent results and in the use of electrical equipment, material conservation of building space is effected. Convenience of operation has been coupled with reliability of service in the present-day electric systems.

In many of the newer buildings problems of heating and ventilating have been met satisfactorily and economically by electrification. Heating and ventilating systems operated and controlled automatically by electricity

permit the maintenance of a predetermined temperature, with the proper percentage of humidity at all times regardless of the state of the outside atmosphere. It has been pointed out that pure air with uniform heat and proper ventilation without drafts will often increase efficiency among employees ten to twenty-five per cent. Electric heating systems may be regulated to the temperature at which employees work to the highest efficiency.

Power uses to which electricity is put in public buildings are as varied as the general uses of the buildings themselves. The most common power use is for the operation of passenger and freight elevators. As high speed, automatic, floor-level stop carriers, they present considerable of a contrast with elevators of a few years ago. Safety features have progressed on a par with increased speed and smoothness of operation.

While lighting, to the average observer, is incidental in the planning of new buildings, refinements in building lighting have been rapid and numerous during the last five years. The problem of illumination engineers no longer is to sell lighting for the first time, but to provide the right amount and the right kind of light. Proper lighting has become an art and a means of improving civilization, and

the belief that the art has infinite possibilities for the future is attested by the establishment of lighting classes at Stanford University, California Institute of Technology, Pomona College and other educational institutions. The Red Seal plan of house wiring, advocated by electrical associations of the United States and accepted as a standard of adequacy by designers and builders, is now being applied in the construction of larger buildings as an assurance that the groundwork for proper lighting will be laid. Apartment house and hotel builders particularly are accepting the enlarged Red Seal plan as a means of providing sufficient outlets for electrical service for the convenience of their guests or tenants.

One of the most notable examples of the complete electrification of a public building is in the recently completed East Side Health and Welfare Center maintained by the county of Los Angeles at Belvedere Gardens, near Los Angeles. The building is a complete hospital departmental office building and a social center for a large residential and industrial area. Dr. J. L. Pomeroy, county health officer, and Dr. A. S. Baker, local director, in cooperation with engineers of the Southern California Edison Company,

(Continued on Page 451)



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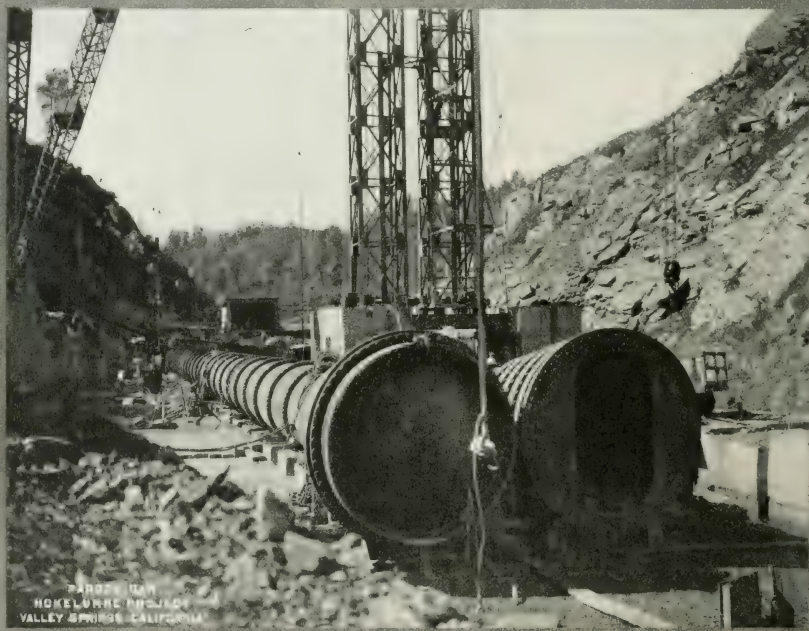


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for the outlet works of the Pardee Dam.

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## ELECTRICITY

(Continued from Page 448)

laid out the plan for complete use of electricity throughout the building. Electric heating and ventilation maintains the building temperature at 68 degrees the year round. Special stress was laid upon lighting during designing of the building, particularly in the sections devoted to the use of the medical and dental departments. These departments and the laboratory and the x-ray rooms have a great variety of electrical equipment. Several electric ovens, a number of electric refrigerators, sterilizers and like equipment are utilized in the service the institution gives to the community.

With the completion next year of the new Southern California Edison Company building, now under construction at Fifth Street and Grand Avenue, another completely electrified building will be added to the number already in Los Angeles and vicinity. In the use of electricity for heating and ventilating the building, the necessity for raising or lowering the windows for ventilation will be obviated. Thermostatic control of the electric apparatus will permit of a constantly correct temperature at all seasons throughout the thirteen-story building.

A special study has been made to provide the new building with the best type of lighting arrangements, to assure the most satisfactory illumination for varying conditions of occupation.



Photo by G. Haven, Bishop, Los Angeles

*Architect's model of new Southern California Edison Company building under construction at Fifth Street and Grand Avenue, Los Angeles, will be completely electrified and will furnish prospective builders and engineers with a laboratory for the study of practical results of the use of electricity for all heating, ventilating, light and power uses in large structures*

## OFFICE VIEW, DEPARTMENT OF REVENUE AND FINANCE, CITY OF OAKLAND

*Delegates Are Cordially Invited to Visit This Department Where Courteous Employees Will Explain the Modern and Efficient Methods in Use Throughout This Department*



Employees of the Street Improvement Bond Department at work

# Liability of Governmental Agencies Under Recent Laws

By L. M. CALDWELL

"THE King can do no wrong" is an adage handed down to us with the ages as an elementary principle of Governmental Law. Even the Revolutionary War which put an end to Kings and Kingdoms in this country could not entirely expunge it but did change it to "The State can do no wrong."

The birth of counties, townships, cities and villages as progeny of the state, carried with it this heritage of governmental immunity. It was a restricted inheritance for the courts of this country and of this state early decided that the immunity from responsibility was applicable only to such acts as were strictly governmental in character.

## Dual Character

That a municipal corporation possesses a dual character is now a well recognized principle of law. As a department of state its functions are governmental, legislative and public but it may also engage in undertakings which are of a corporate or private nature and of benefit principally to those who reside within its confines. In its corporate or private capacity it acts and is subject to the same laws as any corporation or individual conducting a business for profit and gain.

The distinction between governmental and private operations is frequently very difficult to trace. We have decisions by our Supreme Court in which it is definitely determined that the governmental powers of a city are those pertaining to the making and enforcing of police regulations to prevent crime, the preservation of public health, the education of youth, the prevention of fires and in caring for the poor. Under the common law any damage to persons or property arising out of such sovereign functions was cloaked in governmental immunity and the victim had no alternative but to stand his loss.

## Legislature Broke Barrier

It was left to our own State Legislature to attempt to break the barrier which has stood between the injured party and his right to redress for damages suffered through the negligent governmental acts of a municipality. Heretofore damages were recoverable only in the event that the negligent acts grew out of private or corporate un-



L. M. CALDWELL

dertakings of the municipality, but now by virtue of Section 1714½ of the Civil Code, which became effective August 14, 1929, all governmental immunity of the state and its political subdivisions if abrogated as respects damage caused through the ownership or operation of any motor vehicle.

## Negligent Operation

The negligent operation of a fire truck which causes the death of a family's breadwinner, no longer finds them without a means of recovery for the wrong done them and dependent upon the charity of friends and relatives.

The traffic officer who in his zest to apprehend a speeding autoist negligently snuffs out the life of some child playing by the wayside, creates a legal liability against the municipality he represents.

Not only can the municipality be held legally responsible for the negligent operation of cars owned by them but also through the operation of any car by an officer or employee acting within the scope of his employment.

## Fireman's Liability

A volunteer fireman while using his own car to answer a fire alarm, can create a liability on the part of a municipality through negligently injuring someone. A clerk sent from one of the executive offices to deliver a message who, unbeknown to her employer uses her own car as a means of trans-

portation and while so engaged negligently injures a party, creates an opportunity for action for damages against the municipality for which she works.

The same law which abrogated the immunity, provided for a means of protection through the procurement of insurance policy. I will not, in this article, undertake to explain the rather intricate procedure necessary to provide coverage so that the municipalities will have complete protection for every claim or suit brought against them, arising out of the use of any and every kind of motor vehicle, but it is particularly important that the city have insurance covering their so called "Non-ownership Hazard." This refers to accidents caused by officers or employees who may, upon occasion, use their own car in connection with some municipal business or affair. In conferring with municipal executives, I have found that few appreciate the possibilities of claims for damages arising from this source.

Consideration should also be given, in forming an insurance protective plan for a municipality, to the probable psychological effect which this new law will have upon persons who are injured by the alleged negligence of the municipality other than through the operation of automobiles.

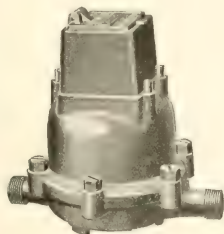
## Damage Recovery

The commonality have been under the impression that no damages could be recovered from a municipality regardless of the circumstances. The publicity given the law removing the immunity in the operation of automobiles is prone to cause those sustaining injuries from other sources, to attempt to recover damages. Many cities and counties realizing the probability of more claims being made for injuries caused by defective streets and sidewalks, improper maintenance or supervision of buildings and parks, failure to properly safeguard construction and repair work and the negligent omissions on the part of contractors—all of which are corporate functions and therefore actionable—have procured insurance affording coverage for accidents arising from such sources as well as the automobile policies. This rounds out their insurance program and assures them of complete protection on

(Continued on Page 464)

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*The Moraga Fire House in Moraga Road, Oakland, in the heart of the scenic Montclair residential area, was built at a cost of \$22,800. Of reinforced concrete and frame sides and roof and lined with Celotex cast with slabs of concrete, it bears a striking resemblance to a modern, well-built home. Its architecture is unique, combining utility and comfort. This Fire House has been recognized as a model throughout the United States.*



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*Executive Secretary, Department of Streets. A busy executive in a busy department.*



**OAKLAND'S BEAUTIFUL AUDITORIUM WITH LAKE MERRITT IN THE FOREGROUND**

## WESTINGHOUSE DEVELOPS ARC-WELDING PROCESS FOR STEEL INDUSTRIAL BUILDINGS

A NEW fundamental building process is rapidly budding into full growth. This process is the application of electric arc-welding to steel industrial buildings. For some years the attention of architects, engineers and others engaged in or connected with the building industry has been attracted to

the possibilities of the application of the electric arc-welding process to the joining of structural members.

For some time it was believed that with the use of welding, less steel would be required to obtain the same strength, less time would be needed to construct the building, and the joints

themselves would have much better structural characteristics than has been possible heretofore.

These beliefs have ripened into certainties. Experience and tests have shown the superiority of arc-welding over riveting.

This is especially true of industrial buildings where time is such an essential factor today. Experienced engineers have estimated that an arc-welded structure can be erected in from 20 to 30 per cent less time than the same structure can be erected by means of rivets. This time saving is, for the most part, effected in the preparation and fabrication of the members, preparatory to the erection.

Another detail that is worthy of consideration is the ease with which arc-welded structures can be accommodated for changes in design. Members may be lengthened or shortened in the field, where on a riveted job it would be necessary to make all changes in the shop.

The Westinghouse Electric Company made an extremely exhaustive series of tests to compare arc-welding and riveting. Loading to destruction, shock and fatigue tests of both types of connections brought out these two general facts:

1. "That complete continuity of line of beams can be obtained in welded construction, whereas it is well known that this cannot be done in riveted construction.

2. "That in a welded building it will be possible to make every joint develop full strength of the main members, whereas in a riveted building many joints are weaker than the members due to the weakening effects of the rivet holes and the weakness of steel angles which have to be used for transmitting tension between two members at right angles to each other."

A good example of the speed possible with arc-welding is shown in the recently erected Capitol Rice Mills in Sacramento. The former building was destroyed by fire and an arc-welded structure 100 by 200 feet was erected within twenty-seven days of the placing of the order by the Soulé Steel Company of San Francisco.

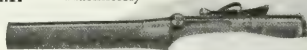
The quiet of arc-welding against the noise of riveting is an important and valuable point to bring out. There is no annoyance to surrounding workers.

Arc-welding, even in its youth, has shown by its superiority that it is here to stay.

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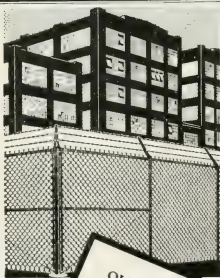
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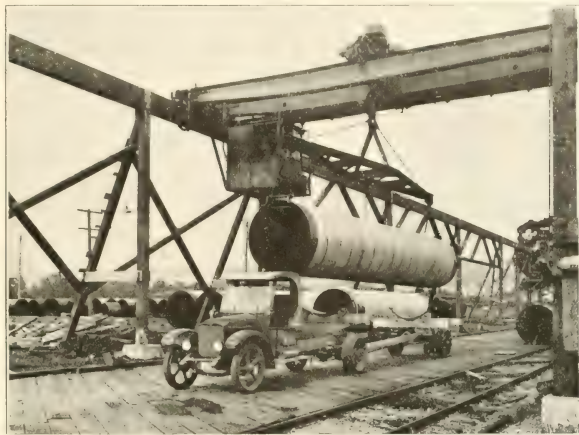
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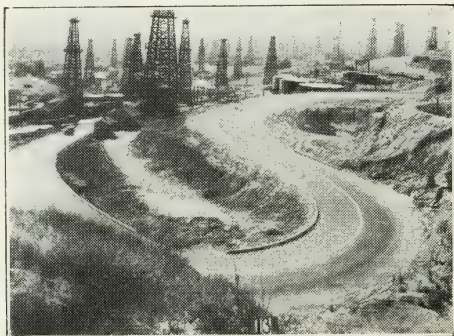
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## CIVIC NERVE IS NEEDED TO COMBAT TRAFFIC

Seattle Slashes Through Buildings  
to Create New Wide  
Street

By E. E. DUFFY

**B**OLDNESS, or at least a lack of the unprogressiveness built up by habit, is necessary in outfitting the modern community to cope successfully with the automobile.

Seattle, Washington, has removed a traffic barrier at what at first might seem a tremendous cost, yet the one and one-quarter million dollar expenditure is a cheap price for the traffic benefits resulting.

A quarter-mile long street has been created there, a project that required the cutting through of four blocks occupied by buildings, most of which were several stories in height. Today cars flow freely over a 54-foot width of smooth pavement, which connects nicely with other main thoroughfares.

### Travel Speeded Up

This street, called the Second Avenue Extension, permits Second Avenue to continue on through the older diagonal section of the city. Travel has been speeded up remarkably.

The cost of acquiring the needed property, including property damages, consumed 77 per cent of the total money outlay. The actual paving operations and the placement of sewer and water mains absorbed but 13 per cent of the total cost.

### Condemnation Costly

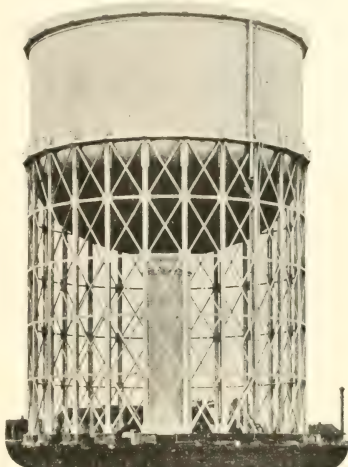
This high cost of property condemnation and acquisition illustrates the need for regional planning work in growing cities, where through the establishment of set-back building lines, and other foresighted requirements, considerable money and difficulty in the future will be avoided.

Slashing through a street in the fashion of Seattle obviously required no little civic nerve. Yet most of the large American cities must take similar steps, for the automobile registrations are growing and half-way measures no longer bring any real relief.

Chicago is bridging the Chicago river wherever a bridge is practicable; Washington, D. C., is widening streets; New York City is building an elevated highway—and many, many other cities needing modern traffic facilities are doing nothing but planning.

There is more of the spirit of Seattle needed. The Second Avenue Extension was completed almost before the rest of the world interested in such projects knew that it was even being contemplated.

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Pass. Traffic Mgr.  
San Francisco

## Book Reviews

**The New Citizenship.** By Seba Eldridge, University of Kansas. Published by Thomas Y. Crowell Company, New York, \$2.50.

Professor Eldridge faces the questions raised by the marked decline of the citizen's interest and activity in public affairs. He seeks an explanation of this phenomenon in "the making of the citizen," a process subjected to a searching analysis, the outcome of which is the rather startling conclusion that competent citizenship under present conditions is an impossibility except for a favored few. Then follows a critical examination of current prescriptions for the shortcomings of political democracy, including wider exercise of the suffrage, proportional representation, the initiative, referendum and recall, the short ballot, democratization of procedures for constitutional amendment, realignment of political parties, restoration of freedom of discussion, collective ownership of industry, expansion of social work, democratic forms of community organization and development of adult education. The book is addressed to social scientists, community organizers, publicists, educators, college students, and plain citizens who are seriously interested in the problems with which it grapples.

**International Airports.** By Lieutenant-Colonel Stedman S. Hanks. The Ronald Press Company, New York. \$5.

This book considers the problems of American airport development from a study of what has been done abroad against the background of the author's intimate knowledge of airport conditions here. In its preparation Colonel Hanks made a prolonged tour of European airports to learn in what ways their experience can serve as a guide for airport construction in the United States.

The opportunities for substantial additional revenue to the airport from supplying recreational facilities and other adjuncts of the modern resort; an outline of an ideal airport combining the best features of successful American and European practice; a typical airport profit and loss statement; airport regulations, are other valuable features of the book.

**Scientific Purchasing.** By Edward T. Gushee and L. F. Boffey. McGraw-Hill Book Company, Inc., 370 Seventh Avenue, New York.

The teachings of Messrs. Gushee and Boffey are a resultant of much experience by the authors and of many observations by them of the methods of other people. The book deserves reading by others than expert purchasing agents or students who expect to make themselves expert. It has in it many expositions of the everlasting fairness which should characterize all transactions between people who want their trading to be fair. It is indeed a textbook of fair dealing between buyer and seller. It is commended to readers who are trying to broaden their own understanding and improve their concepts of business ethics, and to all those others who are philosophically interested in the higher methods of American business as it proceeds today.

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**SACRAMENTO'S GARBAGE**

(Continued from Page 435)

dimensions as follows: Nine feet long, six feet wide, forward end three feet high, rear end three feet high, twenty-two inch sides with rolled edges (provision for 14' x 2' side board). The material used in the construction of the body is U. S. Standard No. 10 Gauge Steel.

The cost of the new equipment had to be seriously considered, and the following items allowed in the current budget were taken as the basis for the purchase of eight Ford A. A. truck units:

1928 allowance for horse hire, \$13,860  
1928 allowance for barn man.. 1,551

Total 1928 budget allowance, \$15,411  
Eight Ford truck  
units at.....\$1,394.75 \$11,158  
Allowance for oil and gaso-  
line ..... 1,632

Total ..... \$12,790  
Leaving a total available for  
repairs, tires, replacements  
for the eight trucks.....\$ 2,621

**Savings and Increased Revenues**

Thus the funds for the eight new Ford trucks were obtained by diverting \$15,411 included in the 1928 budget for horse hire and a barn man. The balance between the actual cost of the trucks and the budget allowance adequately will meet the year's expenses for gasoline, oil, tires, repairs, and replacements. In other words, the department instead of writing off in horse hire the sum of \$13,860, will have operated its trucks and actually acquired a capital investment valued at the end of the year at \$9,000. The total savings from reorganization and the purchase of new trucks will give \$8,236 in payroll reductions and \$9,000 new assets in equipment, or a total saving of \$17,236.

Added to this is the new revenue from waste paper which will approximate \$10,000 for the current year. This and various economies, and the revenue from hog feed allows the department to increase its net revenue to \$30,000 over that of last year.

**Net Revenues 1921-1929**

1921 (Loss).....	\$21,620.72
1922 (Loss).....	10,872.93
1923 .....	5,677.42
1924 .....	9,115.29
1925 .....	16,319.05
1926 .....	21,194.92
1927 .....	31,869.05
1928 .....	44,824.17
1929 (Estimated).....	74,000.00

**Conclusion**

Today we are trying to stress the following points in the operation of the Sacramento Municipal Garbage Department:

- (1) Sanitation and not profit shall be the primary consideration.
- (2) Greater flexibility of service
- (3) Modern methods of business management.
- (4) Elimination of politics and graft making for slipshod methods.
- (5) Good service at the lowest possible cost.
- (6) Responsibility to the public.
- (7) The fact that municipal ownership is less expensive because the equipment investment is permanent, and no fund is necessary to meet emergencies.

In conclusion I feel that Sacramento's municipally operated garbage service has been brought to a high water mark in economy and efficiency; and in addition it is more sanitary than when private scavengers made the rounds of Sacramento streets. The value of the improvements that have been made will apply not only to the current year, but will be reflected to an even greater degree during succeeding years.

**AN INVITATION**

IN CONNECTION WITH THE DEDICATION OF THE PARDEE DAM, NEAR VALLEY SPRINGS, ON SATURDAY, OCTOBER 19, THE CALAVERAS CEMENT COMPANY EXTENDS A CORDIAL INVITATION TO ITS MANY FRIENDS TO VISIT AND INSPECT ITS NEW CEMENT PLANT NEAR SAN ANDREAS, CALIF.

THE PLANT IS LOCATED 15 MILES EAST OF PARDEE DAM, OR 10 MILES EAST OF VALLEY SPRINGS. IT IS ONE OF THE MOST MODERN PLANTS OF THE WET PROCESS TYPE, WITH A CAPACITY OF 3,000 BARRELS PER DAY AND FURNISHED MORE THAN 3,000,000 SACKS OF CALAVERAS CEMENT FOR THE PARDEE DAM PROJECT.

THE COMPANY EXTENDS THE COURTESY OF THE FAMOUS AND HISTORICAL "KENTUCKY HOUSE" TO ITS GUESTS, WHERE THEY WILL FIND TIME FOR REST AND RELAXATION.

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TIRE CO.**  
**Incorporated**  
Seventh and Franklin Sts.  
**OAKLAND**

### LIABILITY

(Continued from Page 452)

any claim or suit arising from any and every accident attributable to the negligence of the municipality.

#### Fixed Insurance Premium

I am advised that bills and expenses not contemplated in formulating the budget have caused many gray hairs on the heads of municipal officers. For this reason and as a safeguard to the public funds entrusted to them, they deem it advisable to include a fixed insurance premium in the budget which will remove all possibility of its being affected by an unexpected judgment and made insufficient for other needs.

There is some question as to whether the new law is constitutional. At the

present time several test suits and cases are in progress and there is a probability that because of a technicality in drafting the caption, the act may be pronounced invalid. Even though such should be the case, it must be borne in mind that it affects only such cases as arise out of the use of automobiles in performing a governmental function. There will still remain a responsibility for the negligent operation of automobiles by a municipality acting in its private or corporate capacity.

### BULLETINS

Department of Commerce, Washington, D. C.—Steel pipe nipples.

Elimination of waste through simplified commercial practice.

**General Electric Company, Schenectady, N. Y.**—No. 1066A. Centrifugal air compressors for sewage-disposal systems. No. 334A. Gearless traction elevator motors with variable-voltage control.

**The Asphalt Association, New York.**—No. 15. Omaha's Record for Black Base Durability. No. 17. Low Cost for Maintenance of Asphalt Roads in Massachusetts. No. 47. The Design, Construction and Advantages of Asphalt Pavements. No. 35. Highway Maintenance. Papers and extracts from papers and discussions presented at the Fourth Annual Asphalt Paving Conference, held at Detroit, Mich. Brochure No. 6. Asphalt Macadam. Brochure No. 2. Asphalt, a World-Old Material.

**Wagner Electric Corporation, St. Louis, Mo.**—No. 151. A new revision on air-jacketed motors containing a discussion on dust, fume and moisture problems requiring special protection to motor and property. The bulletin points out the construction features making Wagner air-jacketed motors dust-proof, fume-proof and moisture-proof.

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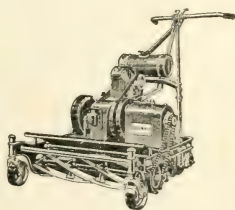
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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

## Service Bureau

Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

# Pacific Municipalities

Vol. XLIII

NOVEMBER, 1929

No. 11



Photo by J. O. Brown

*State Capitol Building, Salem, Oregon, which housed the 1929 Convention of the League of Oregon Cities*

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Publication Office: 1095 Market Street, San Francisco, Calif.

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*A Monthly Review of Municipal Problems and Civic Improvements*

Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

Entered as second-class matter March 22, 1913, at the Post Office at San Francisco, California, under the Act of March 3, 1879

*Thirtieth Year*

## LEAGUE OF CALIFORNIA MUNICIPALITIES

All matters pertaining to the League should be addressed to the undersigned

Grant Building, 1095 Market Street, San Francisco

G. GORDON WHITNALL - - - - - President

H. A. MASON - - - - - Treasurer

Wm. J. Locke - - - - - Secretary-Manager

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J. L. FRANZEN  
Executive Secretary, League of Oregon Cities

VOLUME XLIII

NOVEMBER, 1929

NUMBER 11

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## INSURE YOUR LIABILITY

ASSEMBLY BILL 595, approved by the Governor of California on May 11, makes the state, counties, cities and counties, municipal corporations, irrigation districts, school districts and other sub-divisions of the state owning any motor vehicles *responsible* to every person who sustains any damage by reason of death or injury to person or property as the result of the negligent operation of any such motor vehicle by any officer, agent or employee.

The new law also makes such political sub-divisions responsible for damage caused by *any other* motor vehicle and resulting from the negligent operation of such vehicle by any officer, agent or employee acting within the scope of his agency or employment.

The law further provides that "the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political sub-division of the state, may *insure their liability*," . . . and the premium for such insurance shall be a proper charge against the respective general fund of the state, county, city or other municipal corporation or district.

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# EDITORIAL PAGE

## *The 1929 Convention*

THE Thirty-first Annual Convention of the League of California Municipalities was an unqualified success. In point of attendance and in the interest displayed throughout the four days' sessions it stands unsurpassed. That had been predicted in these columns each month since last January. PACIFIC MUNICIPALITIES, fearing no contradiction, states that the Oakland convention was one of the most important in the League's thirty-one years' existence.

We have so many congratulations to proffer those whose untiring efforts made of the convention the success it was, space forbids a complete enumeration. We take off our hat, however, to Frank C. Merriitt, Oakland's genial and hospitable City Clerk; to Mayor John L. Davie; the City Councilmen; all other Oakland city officials; the Chamber of Commerce; civic organizations, and Oakland's citizenry generally for the splendid manner in which convention delegates, their wives and friends were entertained. Too often the social side of conventions is more or less neglected. Not so with the Oakland convention—visitors regally were entertained. The Oakland press announced editorially that it was a privilege to welcome the more than 2000 League delegates and guests to their city. PACIFIC MUNICIPALITIES believes it bespeaks the sentiment of the entire League in making the statement that it was, indeed, a privilege to have held this year's convention in Oakland.

What Oakland, like every other progressive city, has accomplished, was of deep interest to those many city officials who have dedicated their conventions and discussions to an exchange of ideas and experiences and the study of modern methods in the various fields of municipal endeavor.

PACIFIC MUNICIPALITIES congratulates the executive committee on its appointment of William J. Locke to the League's newly created position—Secretary-Manager. No better selection could have been made. The appointment is a testimonial to the indefatigable labors Mr. Locke has performed for the League.

Under a constitutional amendment creating the department, Mr. Locke will administer the affairs of the League, having been empowered to devote all of his time to its business and affairs.

As mentioned elsewhere, the proceedings of

the convention held in Oakland the fore part of October will be published in full in subsequent issues of PACIFIC MUNICIPALITIES.

All aboard! Now then, get ready for next year's great convention and plan to journey to that delightful city of Long Beach.

## *Oregon's Convention*

THE Third Annual Convention of the League of Oregon Cities, attended by delegates from nearly every city in Oregon, was held in Salem October 25. The convention was held in the State Capitol building and a number of Californians enjoyed the sessions, presided over by President Chris Schuebel of the Oregon League.

A feature of the convention was the report of a committee appointed by the League of Oregon Cities—at the suggestion of Secretary of State and State Auditor Hal E. Hoss—relative to assisting the Secretary of State to formulate and prescribe a uniform system of accounting for all municipal corporations, excepting any municipal corporation located within any county having a population in excess of 100,000.

Only three years old, the League of Oregon Cities has been growing by leaps and bounds. It has astonished Oregon municipalities by its municipal legislative accomplishments. So outstanding has been the success of the Oregon League in bringing about these results—beneficial and profitable to the taxpayers—the League has been found an indispensable organization. In many instances non-member cities—and before long it is hoped there will be none such in Oregon—have come to the League of Oregon Cities for advice and assistance in municipal problems.

We of California should lend our efforts and personal interest in helping to build an even stronger and more productive League of Oregon Cities.

Through PACIFIC MUNICIPALITIES, official organ of the League of Oregon Cities, Mayor T. A. Livesley, City Attorney Fred A. Williams, President of the City Planning Commission L. P. Campbell, Councilmen and other city officials, the Chamber of Commerce and officials of all civic organizations of Salem, Oregon, extended a cordial invitation to Californians to attend the League's convention.



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Portland, Oregon

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*Do you mention Pacific Municipalities when you write? Thank you*



Multnomah Falls on Columbia River Highway

—Photo by courtesy A. D. Charlton, General Passenger Agent, Northern Pacific Railway, Portland, Oregon

# California League Holds Record Convention

*Oakland Welcomes  
Visiting Officials*

WITH more than 2000 city officials, their wives and guests in attendance, the Thirty-first annual convention of the League of California Municipalities, held in Hotel Oakland, City of Oakland, October 7-11, proved the most successful and most interesting in the history of the League. During the forenoon of the first day more than 500 persons placed their names on the register and throughout the day they came by hundreds from every section of California.

The papers, carefully prepared and interesting, the addresses, showing ability, and the discussions, all were unusually interesting and highly instructive. As expressed by one news writer: "With the vigor of veterans of hundreds of political meetings, members of the League of California Municipalities started their thirty-first an-



*Hon. John L. Davie, one of the best known municipal executives in the nation, welcoming to Oakland President Bottorff and delegates to the Thirty-first Annual Convention of the League of California Municipalities*

nual convention in the Hotel Oakland yesterday with a bang."

H. C. Bottorff, president of the League, made the opening address, followed with music by the Oakland Fire Department. Oakland's famous

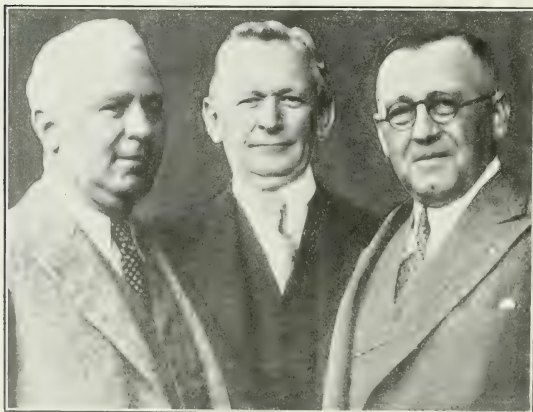
and genial Mayor, John L. Davie, welcomed the visitors with remarks that drew laughter and comments from the assemblage to launch the convention in an atmosphere of good humor.

## Forenoon Session

Various reports were made during the forenoon session of the first day, notably that of City Clerk Allen H. Wright of San Diego and Ralph W. Robinson, chairman, Committee on Adult Education of the Committee on Public Safety. A discussion was led by G. Gordon Whitnall, director of the Los Angeles City Planning Commission. That Mr. Whitnall has gained much attention from League members owing to the skill with which he has established the city plan of Los Angeles is reflected in the fact that, at the close of the convention, he was unanimously chosen president of the League to succeed H. C. Bottorff.

"The basic consideration of politics, human nature," said Mr. Whitnall, "is the secret of the conspicuous success we have achieved in establishing our Los Angeles city plan.

"Most city plans of the past have been pictures, full-fledged imaginary cities. Now these are all very well, and theoretically perfect as city plans. But they have had a sorry record. They were good engineering but they were not good city planning.



*Governor C. C. Young, center; Jack Albers, City Engineer, Glendale, left, and Charles E. Hewes, former President of the League, right, posed while discussing convention affairs.*



CHRIS SCHUEBEL

*President, League of Oregon Cities, suggested while attending the Convention of the League of California Municipalities*

### L. A. City Plan

"We have been working for thirteen years on the present Los Angeles city plan. Seventy-five per cent of that work has been human psychology, application of the art of the politician if you like. Work that has been looked toward assurance of the plan going through before calling it completed. The plan commission has felt itself as the mouth of a funnel with ideas and wishes coming in from everybody in the city.

"The plan we have now, then, is not our plan, not my plan, not some individual's plan, not some special group's plan, not the plan of a particular city administration, not a plan supported by an element or group of civic bodies. It is the plan of that nebulous thing known as Los Angeles. As such it is too big for anything or anybody but Los Angeles to change. No transient city administration is going to court certain public displeasure by tinkering with it.

"That is the way we have made the good engineering in our plan work: creating the public opinion to support it by letting public opinion build the plan by itself.

"Now there is another mistake commonly made by cities in trying to utilize a city plan. That is the attacking of

the major surgical operations first. The shock generally proves too great for the public and the city plan collapses at its start.

### Anticipate Problems

"In the creation of our city plan we have begun by anticipating future problems, work which has largely dealt with tracts and subdivisions where the population is just beginning. Here there is nothing existing that must be torn up; nothing to be uprooted or wrecked. The cost is small and the opposition is negligible.

"As the years have passed these projects have advanced into their prac-

**EDITOR'S NOTE.**—Inasmuch as the full proceedings of the Thirty-first Annual Convention of the League of California Municipalities will be published in an early issue of Pacific Municipalities, the accompanying article is intended to give our readers merely the highlights of that memorable conclave. The interesting papers presented, the equally interesting discussions that followed, the resolutions and constitutional changes adopted, the minutes, newly elected personnel of departments, and the like, all will be published in these columns.

tical and working phases with the growth of population. The advantages of sound engineering and economics as expressed in good city planning then become apparent for all to see, proof against argument.

"For example, an arterial highway is laid out in a subdivision at no cost for the right of way. The subdivision becomes a populous part of the city. Those who live in and those who travel in that section see the advantages. They know the project as an accomplishment not a theory. Then they are more willing and ready to submit to the expense and temporary inconvenience of applying the principles of the project to the older sections.

"We have an arterial highway project ten miles long, which will cost \$10,000,000 for the right of way alone; \$1,000,000 a mile. Do you think we could put that over easily, if at all, if we started our city plan with it? But we have some hundred miles of exactly similar arterial highway work that hasn't cost anything for right of way and are demonstrations of their practical value.

"So you see our city plan is built first on human nature, on psychology and next on sound engineering. It is

working and will work better and better as it gets older. The practical considerations which guide a good politician are allowed to guide the construction of a city plan. That's all."

### Oregon Visitors

During the morning session President Chris Schuebel and Executive Secretary J. L. Franzen of the League of Oregon Cities, were introduced to the assembled Californians by President Hottorff. The visitors remained throughout the convention sessions.

In the afternoon sessions meetings of special departments of city government, such as public health, councilmen and street superintendents, engineering, city managers, clerks, auditors, assessors and treasurers, city attorneys and city planning were held.



J. L. FRANZEN

*Executive Secretary, League of Oregon Cities, and an invited speaker at the League of California Municipalities Convention*

Addressing public health officials, Dr. Walter M. Dickie, director of the League, and also director of the State Department of Public Health, complimented and commended Oakland for the remarkable record set up by that city for low infant mortality.

In his address Dr. Dickie said:

"Oakland, with a rate of 47 infant deaths out of each 1000 live births, had the lowest rate in the United States

for cities having a population between 100,000 and 250,000.

### Berkeley's Low Rate

"Berkeley, with a rate of 31, was lowest among all cities having populations between 50,000 and 100,000. Alameda, with a rate of 25, was lowest among all cities having populations between 25,000 and 50,000. San Francisco and Long Beach also appeared on the honor roll, but first honors belong to the communities in which we are holding our meeting."

The State Health Department head declared that health conditions in California are better at the present time than they have been for many years, despite the fact that there has been an epidemic of meningitis in California.

"More than 600 cases of this disease were reported during the first eight months of 1929, with 283 deaths during the first seven months of the year," said Dr. Dickie. "A large number of these cases were due to an imported strain of meningococcus. More than 100 of these cases were in steerage passengers who were brought into the ports of San Francisco and Seattle from the Orient. Most of them were in Filipinos who have during recent years entered into the United States in large numbers where they are employed chiefly as cooks, waiters, housemen, hospital orderlies and chauffeurs."

### Mr. Carr's Address

One of the most interesting addresses of the convention was that of William J. Carr, member of the State Railroad Commission, who told his hearers that the cities of California are urged to present their sides of any case affecting them before the Railroad Commission.

Using as an example the recent petition of a large corporation, Mr. Carr, among other things, said:

"The corporation employed competent engineers to present their side of the case, and the bay cities also employed engineers, which resulted in a much better presentation of the case than would have been given had the cities not taken part."

"The public utility asking an increase always has competent representation before the commission," said Mr. Carr. "When a small community or municipality is affected the municipality can seldom afford to hire anyone to do its case justice."

"Not only will the municipalities do the commission a great favor by hiring engineers to present the people's side, but they will also assure themselves of getting full justice before the commission."

Mr. Carr gave the history of the commission, and cited examples show-

ing its fairness to both sides in questions of rate increases and petitions for permits.

At the second day's convention the following resolutions committee was appointed: Dr. William Wells of Riverside, chairman; Leon T. David, Palo Alto; M. O. Humphreys, Fresno; City Clerk Allen H. Wright, San Diego; City Manager W. B. Hogan, Stockton; C. H. S. Nidwell, Sacramento, and City Manager A. E. Stockburger of Alhambra.

### City Attorneys

Assistant City Attorney Milton Bryan of Los Angeles, chairman of the City Attorneys' telephone rate case committee, made a report of the activities of the committee during the last year. The committee was authorized to continue its work and it was decided that the city attorneys of California, if they are to win the fight against the increase in telephone rates, must rely upon the success of the measure introduced in Congress recently by Senator Couzens.

At the third day's morning session, R. E. McDonnell, municipal government expert of Kansas City, Mo., addressed the League on "Municipalities as the Peacemakers of Public Progress." Other speakers were Dr. F. W. Browning of Hayward, who spoke at length on "Bridging the Gap," dealing with the necessity for immunization of children to various diseases before they are one year old, and Mayor C. H. Christensen of Palo Alto, who spoke on "Municipal Liability for Accidents and Liability Insurance." Mr. Christensen's speech dealt with the recent law which makes a city responsible for accidents in which city automobiles are engaged, provided the city driver is at fault, and the necessity for liability insurance to protect the city against claims.

### Veteran Delegate

The veteran delegate to the convention was Commissioner of Public Works John A. Morton of Santa Monica. Mr. Morton has attended League conventions since 1914. He grew up with his home town of Santa Monica and for ten years was its City Engineer. He was appointed Commissioner of Public Works and later was elected to his present position. He was at one time president of the Los Angeles County Engineers' Association.

Election of officers of the various departments occupied most of the afternoon sessions of the third day. The departments and the officers chosen follow:

Department of Public Health.—Dr. Walter M. Dickie, director of the State Health Department, president;

Dr. C. L. Emmons, Ontario, vice-president; Dr. F. W. Browning, Hayward, secretary-treasurer.

Department of City Managers—Oscar Weissgerber, San Mateo, president; A. E. Stockburger, Alhambra, vice-president; W. B. Hogan, Stockton, second vice-president; J. H. Jamison, Berkeley, secretary-treasurer.

Department of Clerks, Auditors, Assessors and Treasurers—Ivan A. Swartout, San Fernando, president; Andrew Bogart, vice-president; Miss Gladys Roberts, Petaluma, secretary-treasurer.

### Utilities Association

Organization of the Municipal Utilities Association of California as a part of the League of California Municipalities, to meet with the League each year, was effected. Officers elected were:

F. W. Hanna, Oakland, president; R. L. Criswell, Los Angeles, vice-president; S. B. Morris, Pasadena, Clark T. Henderson, Burlingame, directors; H. A. Mason, temporary secretary.

The purpose of the new department was defined as promotion of unity and cooperation between heads of municipal utilities.

The October 10 morning session was the big event of the convention when the delegates through their nominating committee, chose their officers for the ensuing year.

G. Gordon Whitnall, director of the Los Angeles City Planning Commission, was chosen by acclamation as the League's president, with the election of William J. Locke, as full-time secretary-manager of the League, and H. A. Mason, veteran member of the League, as treasurer.

### Engineers' Department

At their final afternoon session, the Department of Engineers discussed legal limitation on assessments, under Captain Roy A. Knox, director, Bureau of Budget and Efficiency, City of Los Angeles, and the cooperation between a city manager and a city engineer, led by City Manager W. B. Hogan of Stockton.

At the final morning session Governor C. C. Young was a guest and speaker. The Governor was given a rousing reception when he entered the convention hall.

"The cities of the West," remarked the Governor, are making great strides in improvement of government. Whereas some years ago Lord Brice, English observer, characterized city government in the United States as the weakest part of American government, we may say today it is one of the strongest.

### Pulled Out of Politics

"Particularly in the West have the cities pulled out of politics more and more and made of their city government a business proposition under a city manager or commission form of administration. News of city scandals in certain big cities in the East reminds us of the troubles of municipalities still hampered by old-fashioned political governments.

"I think this is one of the sources of California's growth. People will not go to cities where the government is poor, taxes high and the rewards to the taxpayer small. As California is to benefit the most by far in the reapportionment of Representatives, it is evident people have not been kept away by bad government in California cities."

### Convention Resolutions

Following the Governor's address a number of resolutions were adopted and these will be published at a later date by the League. The investigation by the United States Senate of the rates of the American Telephone & Telegraph Company was approved. The League expressed its belief that the California State Railroad Commission should have more money for examination of municipal problems.

The State Motor Vehicle Department was asked to supply examiners to cities to carry out provisions of the new driver's license regulations. The recent rulings on the city's liability in case of accidents involving its employees was criticized as vague and appointment of a committee of five was recommended to clear up misunderstanding and create standard insurance policies to cover city liability insurance. Use of standard zoning symbols based on the Los Angeles zone symbols was recommended to all cities of the League. Safety measures and promotion of safety work were endorsed.

### League Board Elected

Each section of the League elected one representative to serve on the Board of Directors. Oscar Hauge, Mayor of Long Beach, was elected to the board by the mayors and councilmen's section; C. F. Weissgerber, City Manager of San Mateo, by the department of city managers; C. J. S. Williamson, real estate department of the Los Angeles Chamber of Commerce, by the department of city planning; Henry S. Gierlich of Monrovia, by the department of engineers, councilmen and street superintendents; Ivan Swartout by the department of clerks, auditors, assessors and treasurers; Dr. Walter M. Dickie, State Director of Public Health, by the department of public health.



G. GORDON WHITNALL  
Managing Director of the Los Angeles City Planning Commission, and who was chosen  
President of the League of California Municipalities at the Oakland Convention

Special events during the convention days included: Public reception at Hotel Oakland at which addresses were made by Mayor John L. Davies of Oakland; Mayor M. B. Driver of Berkeley; City Councilman William R. Calcutt of Alameda and Dr. Aurelia Reinhardt, president of Mills College; an inspection by steamer of Oakland harbor and facilities and a trip through the Posey tube. Oakland engineers accompanied delegates and visitors and explained the various features of the harbor and the tube. The City Attorneys' section was entertained royally at the Athens Athletic Club: under the auspices of the Oakland Board of Playground Directors an industrial athletic and sports exhibition was given in the Oakland Municipal Auditorium arena; a luncheon to visiting engineers was given under auspices of the Oak-

land Engineers' Club; a luncheon which honored visiting ladies and delegates was given by the Business and Professional Women's Club of Oakland, followed by an automobile tour and an inspection of the new Women's Club Buildings, including the City Club, Women's Athletic Club and the Oakland airport. On Thursday evening, October 10, the City of Oakland was host at a banquet to the League of California Municipalities.

The cities of Long Beach and Riverside engaged in a good-natured battle for next year's convention, with the result that Long Beach was chosen.

The City Engineers, on the final day of the convention, visited the great Pardee Dam, near Valley Springs, as the guests of the builders, the Atkinson Construction Company.

# League of Oregon Cities Holds Annual Convention

THE Second Annual Convention of the League of Oregon Cities was held at Salem, the state capital, on October 25, meeting in the hall of the House of Representatives. William J. Locke, Secretary-Manager of the California League, and George H. Allen, Manager of PACIFIC MUNICIPALITIES, were in attendance by special invitation. The convention opened with an address of welcome by Hon. I. L. Patterson, Governor of Oregon, and another by Mayor Livesley of Salem. A response on behalf of the league was delivered by Commissioner A. L. Barbur of Portland. President Chris Schuebel then delivered a forceful address in which he told, among other things, of his attendance at the

Oakland meeting of the California League, in company with Secretary Franzen, and the spirit of enthusiasm which appeared to be manifest among the city officials of California.

In addition to the city officials attending as delegates, representatives were present from the University of Oregon, and the Oregon Agricultural College, and the suggestion was made for future joint cooperation between the cities and these two institutions of learning. Fred Williams, the well known city attorney of Salem, delivered an address on the policy of adopting uniform building, plumbing and electrical codes, such as has been done in California.

In the afternoon an instructive ad-

dress was delivered by H. S. Rogers, dean of the engineers of the Oregon Agricultural College, on "Sewage Disposal Plants." He was to have been followed by Clyde C. Kennedy, engineer of the new sewage disposal works at Klamath Falls, but Mr. Kennedy was called away suddenly and could not remain for the afternoon session.

The subject of "Indeterminate Per-

## SALEM, OREGON

(Facts furnished by Salem, Oregon, Chamber of Commerce)

Population—30,000.

Elevation above sea level at state capital building—171 feet.

Miles of paved roads in city—65.

Width of streets in business district and Civic Center—99 feet.

On the great Pacific Highway, 50 miles south of Portland.

Railroads: Southern Pacific and Oregon Electric.

Stage connections: 70 stages in and out daily.

Home of Willamette University.

Number of churches, 32. Number of public school buildings, 11.

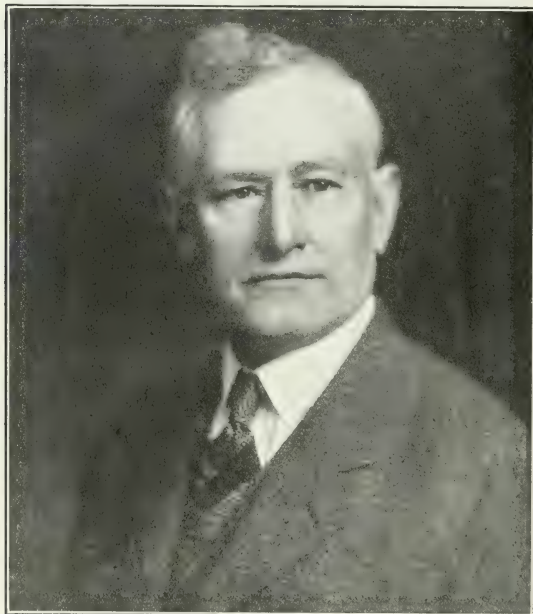
Banks, 4. Daily newspapers, 3.

Fruit, berry and vegetable canning plants, 7.

Average annual rainfall past 14 years—35½ inches.

Sixty-five per cent of people own their homes.

Absolutely all American city. Native born, 93 per cent.



MAYOR T. A. LIVESLEY, SALEM, OREGON

*He is now serving his second term as Chief Executive of Oregon's Capital City. Under his administration the city has expended a million dollars in the construction and reconstruction of bridges, revamped sewer system and improvement of streets and construction of a garbage incinerator. He is one of the largest hop growers in the world and is an Oregon pioneer.*

mits for Public Utilities" was delivered in a masterly way by Emerson P. Schmidt of the University of Oregon. William J. Locke, Secretary-Manager of the League of California Municipalities, addressed the convention on the subject of "Municipal Leagues and Their Benefits," and the afternoon session concluded with a discussion of the subject of uniform accounting, led by Hal Hoss, Secretary of State. The convention closed by the reelection of Mr. Chris Schuebel, President, and J. L. Franzen, Executive Secretary, for another year. These gentlemen have had a great deal of experience with municipal affairs in Oregon and have shown great enthusiasm and devotion to the work. President Schuebel has been city attorney of one or more

cities of Oregon for the past ten years and has framed numerous city charters in that state, while Executive Secretary Franzen has been for many years city manager of Oregon City. President Schuchel has had the honor of serving three terms in the Oregon legislature and last year he served as chairman of the legislative committee of the league.

Fred A. Williams, City Attorney of Salem, was signally honored in being unanimously elected as First Vice-President. This action was taken at the suggestion of A. A. Hall, City Attorney of Tillamook, who after serving the League in an entirely creditable manner during the past term.

### SALEM, OREGON

Center of the great prune industry of the Northwest.

Center of the long fiber flax industry of the United States.

Center of the greatest peppermint industry in the West.

Jersey cattle center of the United States.

Fruit, berry and vegetable canning center of the Northwest.

Salem Indian School, largest in the West, six miles north.

Capital city of Oregon. County seat of Marion County, Oregon.

#### Buildings and State Institutions:

State Capitol Building

Supreme Court Building

Oregon State Hospital

Oregon State Penitentiary

State Tuberculosis Hospital

Oregon State Fair Buildings

State Training School for Boys

State Institution for the Blind

State Institution for the Feeble-

Minded

State Industrial School for Girls

Federal Building and Postoffice.

The city with the most beautiful Civic Center in the Northwest.



A. L. BARBUR

*Commissioner of Public Works, Portland, Oregon*

## Report of Secretary, League of Oregon Cities

Annual Meeting—October 25, 1929

pointed out the necessity of securing the services of Mr. Williams for the League and would not stand for re-nomination himself in order that there might be no difficulty in the election.

R. B. Hammond, Councilman of Medford, was reelected Second Vice-President and Laura D. Harlow, Mayor of Troutdale, as Treasurer, without opposition. All officers received the thanks of the delegates for the very able manner in which the work of the League had been accomplished during the past year.

The League of Oregon Cities has been launched with the right spirit and bids promise of becoming one of the principal municipal leagues of our country.

YOU have just been told of the history of the League of Oregon Cities. Another year of its existence has just passed, and it is well at this time to look back and review, for your information, the activities of the league covering that time.

The success of the league depends largely upon two things, namely, the executive committee and the coöperation of the cities of the state. The

executive committee of the league has been very active during the past year, particularly during the term of the last legislature, members of that committee being in attendance at all times, a report of which will be given you later. Four meetings of the executive committee were held during the year for the purpose of transacting the business of the league.

The league participated in two con-

ventions, at which subjects of great importance to the cities of the state were discussed. I refer first, to the convention held in Eugene, March 21-22 for the purpose of discussing the problem of stream pollution. The second being the conference held at the University of Oregon at Eugene on June 28, at which the important problems of City Budgets, Uniform Accounting Laws, and the ever-present tax problems, were discussed. Both meetings were well attended.

There are now twenty-seven recognized state municipal leagues in the United States, and ten organized unions of municipalities in Canada. These leagues have formed an association known as the American Municipal Association. The League of Oregon Cities is now a member of this association. This membership makes available to the Secretary of our league all of the information there is in the United States on the various municipal problems.

The League of Oregon Cities has adopted the PACIFIC MUNICIPALITIES as its official organ, several copies of which each city is receiving each month. We have received very valuable assistance and the most hearty

### HONORED BY LEAGUE OF OREGON CITIES



FRED A. WILLIAMS  
*City Attorney, Salem, Oregon*

coöperation from the executive secretary of the League of California Municipalities, William J. Locke, and

the General Manager of the PACIFIC MUNICIPALITIES, George H. Allen, to whom we wish at this time to express our sincere appreciation.

The membership of the league has increased to a membership of thirty-two, and it is hoped that by the next meeting the membership will be 100 per cent of the cities of the state.

During the past year we have received 160 pieces of first-class mail, 105 magazines and pamphlets from the various other leagues throughout the United States, and ten books. We have mailed out 1800 pieces of first-class mail.

The financial condition of the league is good as will be shown later by the report of the treasurer.

It is my belief that when the city officials of the various cities of the state will take the time to investigate the objects of the league and the advantages to the cities, that 100 per cent membership will soon be obtained. It must be remembered that the league is the only organization whose objects are to protect the interests of the cities of the state, and is endeavoring to assist in the problem of the cities, thereby furthering the cause of more efficient city government.



*A Thriving Community. Airplane View of Oregon City, Oregon*

# Problems Growing Out of the Assessment of Urban Real Estate

By E. S. HUCKABAY

*Deputy Assessor of Multnomah County, Oregon*

THE problems of the assessor relating to the assessment of real property are numerous and present many complex features. There is no ideal solution of many of these problems. Many of the principles and methods of evaluation accepted in general practice today may be discarded tomorrow due to changes in economic conditions. Real estate appraisals are not governed by infallible rules of procedure and cannot be made with mathematical accuracy or scientific precision. New problems are constantly springing up and with the assessor, the predominating question is how to meet the situations presented by these problems and to determine what methods may best be employed in their possible solution.

## Assessed Valuations

Subsequent to and during the recent World War, assessed valuations throughout this entire country became seriously disarranged due partly to the influences produced by the war and partly to other causes. A general overhauling of property valuations had become vitally necessary to preserve equalization of taxes. In cities of rapid growth and changing property values, the lapse of each additional year since the last appraisal renders it increasingly difficult to maintain true assessment valuations. Drastic changes always involve greatly increased friction and opposition. Rentals and capitalizations become adjusted to old taxes. A serious hardship is always imposed on new buyers and lessees when the taxes suddenly become doubled or trebled. This can be avoided only by frequent appraisals. It must be stated, however, that a reappraisal does not necessarily mean increased taxes. Reappraisals deal mainly with the equalization of burden. Tax levying bodies only are responsible for the amount of taxes levied, aided quite frequently by electoral sanction.

## Property Reappraisal

Prior to 1925 it became evident to the assessor of Multnomah County that a reappraisal of real property could no longer be postponed. The task of reappraising all real estate in a county is a considerable one, but it was undertaken as a moral duty in the interest

**EDITOR'S NOTE.**—Problems Growing Out of the Assessment of Urban Real Estate, by E. S. Huckabay, deputy assessor of Multnomah County, Oregon, and appearing on this page, is the third of a series of papers presented at the recent Municipal Finance Conference at the University of Oregon, in co-operation with the League of Oregon Cities. This interesting paper by Mr. Huckabay was prepared under the direction and in accordance with the ideas of Colonel Hiram U. Welch, Multnomah County assessor.

of justice and fairness to the taxpayers.

In planning a reappraisal program it was suggested to the assessor that a sufficient number of appraisers should be employed to complete a revaluation of the county in one year. After careful analysis of this plan it was discarded as being impracticable, tending to rob the assessor of intimate contact with the detailed progress of operations. Less uniform appraisals are likely to result from the employment of a large force of appraisers than with a small number. It is apparent that a greater divergence of opinions as to valuations is apt to exist in proportion to the greater number of those employed.

The program as finally adopted provided for a general reappraisal of the entire county covering a five-year period to be followed by an annual check-up to determine where fluctuations or shifting in values had resulted since the preceding year. This might appropriately be termed as a perpetual inventory process.

## Property Zoning

The reappraisal of real property values in Multnomah County was commenced in January, 1925, with a small increase in the regular office staff. Before commencing with the actual reappraisal, a study of the various conditions it might be necessary

to meet, revealed that some of the elements contributing to the problems of the assessor and which demanded his consideration were such items as property zoning under the city ordinances, the transition of residential property to business and industrial uses, the decentralization of retail business, the shifting of property values brought about through the influence of new modes of transportation.

All these various factors would have a very definite effect in governing sales prices, therefore it was felt that the compilation of reliable sales information might be accepted as a fairly accurate indication of the trend of values. We first endeavored to secure all the available historical facts with reference to bona fide sales, leases, rentals and other influences affecting incomes and values of properties. After a considerable amount of this information had been collected and compiled it was discovered that the variations between sales and assessed valuations ranged from 25 to 150 per cent.

## Sales Information

To digress a moment, it may be of interest to offer a brief explanation of our method of procuring and applying sales information:

A list of each day's recording of deed transfers, mortgages and leases showing date of transfer, the description of the property, the sales consideration and the names of the grantor and grantee indicated in the various instruments is procured from the county clerk. This information is transferred to office work cards after which a confirmation of the actual consideration involved in the various transactions is secured from those affected by the deal. This as well as any information concerning trades, liens and other encumbrances that may be of value in determining the actual consideration of the transfer is obtained and recorded. Much of these data, although treated as confidential information by the assessor and not available to the public, is obtained through the medium of the telephone. In connection with the larger deals, however, it has proved advantageous to obtain the information personally. In this manner much knowledge may

be gained as to individual opinions of value, plans for development and intended uses of the property, all of which is educational and of material assistance to the assessor. Little difficulty has been experienced in obtaining correct information of sales considerations.

### Of Inestimable Value

While the preparation and use of this sales information has been found to be of material assistance in the maintenance of a perpetual inventory of values and is not prepared for the purpose of justifying assessments, it does provide an excellent means of presenting existing facts to the assessor. Combined with a continuous reappraisal system and an intelligent analysis of the relations existing between sales and assessed values it is of inestimable aid in arriving at a tangible evidence of value and in maintaining uniform and equalized assessments. It must be stated, however, that assessed valuations are not based upon individual sales, but only upon the average of all the sales transactions in a certain district and after a thorough analysis of the conditions affecting that district.

It is our judgment that with the aid of these data, which are rapidly accumulating, together with the background of past experiences and the intensive study that is given the basic principles contributing to city growth, it will be possible, to meet changing conditions as they arise, interrelate the various factors and permit of a solution, which if not ideal will at least largely eliminate the element of chance and indicate a consistent effort of assessing property according to established facts.

### Influence of Automobile

We have already mentioned the ever-increasing tendency toward the decentralization of retail business and the general shifting of property values induced by new modes of transportation. Perhaps there is no more vital factor in the transportation field than that of the motor vehicle, and it is certain that its relation to and effect on other problems has been enormous. Competent authorities agree that the influence of the automobile on realty values in America has been greater than any other single element. Its effect on the physical growth of cities, their extension and relocation has been more pronounced than all other elements combined.

### Motor Problems

Because of the facilities offered by the motor car, trucks and busses, many problems have arisen as to the direction, width and character of occupancy

of streets and highways, as well as the creation of new business zones and the making available of large areas of land for residential purposes, which but for the automobile would in all probability still be practically worthless. The disturbance to and the distribution of land values has consequently been tremendous. In the past we were principally concerned with what might be known as mass movement, evidenced by street cars, railroads and ships, as contrasted with the present era of individual transportation. We do not measure distance today in miles, but in minutes; it is not a question of how far it is to a given point, but the time it takes to get there. Thus, the working man may now live some little distance from the place of his employment. As these outlying districts develop, there follows a consequent increase in their value. Business districts spring up and much of this business frontage will be constructed out of what was formerly in back yards and cheap residential districts. It behooves us to study this new and powerful factor in urban life carefully and evolve intelligent plans for the future.

As a city expands and the residential districts spread out farther and farther from the main business center, the necessity arises for more convenient shopping facilities closer to home and where parking privileges for automobiles are not restricted. This condition of expansion is rapidly leading to the decentralization of downtown retail business. The chain stores with their expansion policies have been keenly aware of this trend and have taken advantage of it.

### Effect of Zoning System

The effect of the zoning system upon land values demands at all times the serious consideration of the assessor. In the city of Portland the zoning system has been applied by city ordinance to all property within the city limits and is classified under four divisions. Zone One is restricted to a residential use only. Zone Two permits of residential, apartment house, flat building and similar uses. Zone Three is open to all commercial business uses and Zone Four covers property for industrial use.

We are perhaps mostly concerned with such properties as may be affected under the classification of Zone Three, or business property. The classification of Zone Three not only has a direct influence over the valuation of the properties within the zone, but may also be detrimental or beneficial, as the case may be, to adjoining properties classified under different zones.

### Property Values Impaired

The erection of a store building or garage on a parcel of ground adjoining a residential property may seriously impair the value of residential property. On the other hand there may be an increase in the value of the residential property for speculative purposes based on an anticipated change in the zone limits through an extension of the business zone. Frequently it may affect a considerable area surrounding the business zone. This is true in the case of property along some of the main thoroughfares and arterial highways. In Portland a good example of this might be observed in the recent development along Sandy Boulevard, where a large amount of property not within the confines of Zone Three is commanding prices nearly comparable to that actually zoned. The growth of this district has been of such extensive nature that there is not sufficient frontage to take care of the demand for business locations and it has been necessary to reconvert property on many of the adjacent streets for business sites. As these are taken up and zoned, the adjoining residential properties begin to command higher prices and eventually they also become part of the business district. The rise of this district particularly has been so rapid that the assessor has found it very difficult to keep pace with the prices for which the property has been sold, and we have found it necessary to make assessments more on the basis of the average of sales for the district over a given period of years than on the sales of one particular year.

### Problems of the Assessor

We may now lead this discussion into a more intimate consideration of a few of the causes and effects contributing to the immediate problems of the assessor.

### "Market Values"

In many cases the assessor is unable under our existing laws to assess properties upon the basis of their present total market value. A very catchy term which is largely used and generally misunderstood is "Market Value." How is it to be ascertained, and who will establish the basis when applied to real estate? What is the market value of a certain piece of real estate when no buyers can be found ready and willing to pay any reasonable sum for it? If one wishes to buy property for the purpose of putting up a building, the seller considers it the best located and most valuable parcel in the locality. If a municipality or public service corporation wants it, there is doubt as to whether there is enough money in the city to buy it,

(Turn to Page 501)

# Oregon, the Land of Opportunity

By W. G. IDE

*Oregon State Chamber of Commerce, Portland, Oregon*

OREGON has been called the "mother of States." From the original "Old Oregon Country" has been carved the present States of Oregon, Washington, Idaho, parts of Montana and Wyoming. It is essentially an agricultural State, and it was the stories of its equable climate and fertile valleys told by the early explorers, fur traders, and members of the historic Lewis and Clark party that inspired the pioneers to make the long journey with their oxen and covered wagons.

## Admitted in 1859

Oregon was admitted to the Union on February 14, 1859, and had a population of about 53,000. The 1929 estimate shows 1,065,174 people. Oregon is bisected from the north to south by the Cascade mountains which have a marked influence on the climate and rainfall. West of this range of mountains the precipitation is comparable to that of Chicago and New York, and a somewhat greater precipitation along the coast district. Practically all farming in the Willamette Valley is done without irrigation. To the south in the Rogue River Valley irrigation supplements ordinary rainfall. In Central Oregon, with a moderate rainfall, are the extensive grain growing and stock raising areas with some irrigation projects mainly devoted to dairying and seed growing. In the higher dis-

tricts of Eastern Oregon are the extensive stock ranches where Oregon's great sheep and cattle herds are found. In Malheur County of Eastern Oregon are the Federal reclamation projects, the Vale and the Owyhee, where 150,000 acres of virgin land are being brought into cultivation.

## No Violent Storms

There are no tornadoes, cyclones, electric or other violent storms in Oregon which destroy crops and endanger life.

Oregon is about 350 miles in width, east to west, and about 275 miles in length, north to south, and has 300 miles of coast line exclusive of indentations. Into Oregon is poured the products of the Columbia Basin, comprising a region of 250,000 square miles of Eastern Oregon, Eastern Washington and Idaho. The Columbia River pierces the gorge of the Cascades, making the only water level route to the Pacific Coast section, and which is now recognized as the best air route through these mountains. The Columbia River with a channel at low water of thirty-five feet in depth, carries a great ocean tonnage which, with the Willamette at Portland, affords Oregon's leading metropolis access to all world markets. The Columbia and Willamette are also navigable for long distances into their upper reaches. Both of these rivers

are now being surveyed for future extensive development.

## 2,958,422 Acres in Crops

With a total area of 96,699 square miles or 61,188,480 acres, Oregon in 1926 had, exclusive of pasture, only 2,958,422 acres in general farm crops, revealing the opportunities still avail-



*A view of Bend, Oregon*

able for the homeseekers of the nation.

Value of the agricultural production of 1928 from 2,800,000 acres of field crops was \$72,511,380. The main



*Klamath Falls, one of Oregon's latest growing cities; 7000 employees on lumber payrolls, cutting 600,000,000 feet yearly, worth \$15,000,000, with an annual payroll of \$11,000,000. Many manufacturing plants are being established in Klamath Falls. The new Weyerhaeuser Mill, which will be one of the finest and largest lumber mills in the United States, is now being built and is nearly ready for production. Klamath Falls is the center of famous duck and geese hunting, as well as deer.*



Scene in Tillamook County, Oregon, center of a rich dairy industry. Tillamook cheese is made by the Tillamook Cooperative Creamery Association and sold all over the country. Tillamook County has green grass the year round.

items were wheat, 1,027,000 acres which produced 23,318,000 bushels, worth \$24,082,140. Oats on 304,000 acres yielded 10,944,000 bushels, worth \$5,581,000. Tame hay on 905,000 acres, yielded 2,041,000 tons, worth \$23,879,000. Hops on 17,000 acres, yielded 17,000,000 pounds, worth \$3,400,000. Other important items were 50,000 pounds of peppermint oil, 75,900 bushels of clover seed, 9000 tons of mostly fiber flax, 2,952,000 bushels of corn; 5,675,000 bushels of barley and 6,240,000 bushels of potatoes.

#### \$19,104,000 Fruit Crop

From 154,650 acres devoted to fruit raising was produced \$19,104,000 in new wealth. The 40,000 acres devoted to apples yielded 6,950,000 bushels, worth \$6,255,000. From 18,500 acres of pears were gathered 2,700,000 bushels, worth \$2,700,000. From 10,000 acres of cherries were harvested 10,875 tons, worth \$1,740,000. From 10,000 acres of strawberries were picked 15,000 tons, worth \$1,800,000. Over 3000 acres devoted to nursery stock yielded \$2,500,000 in returns. Black-

berries, raspberries and loganberries were worth \$1,745,000. Other important items were peaches, prunes, cranberries, English walnuts and filberts.

There were 3770 acres devoted to truck farming, producing such articles as cabbage, cauliflower, broccoli, celery, lettuce and onions, which were worth \$3,855,000.

#### Thousands of Dairy Cattle

In 1928 Oregon had approximately 317,070 dairy cattle, which produced \$28,397,000, the largest single return from any agricultural enterprise. It had 116,000 dairy cows. Total number of beef cattle was 355,930. Total value of all cattle was \$40,417,000, and the total livestock sales in 1928 were \$33,000,000. Sheep and lambs numbered 2,276,000, worth \$28,474,000. Goats numbered 150,050, worth \$487,500. There were 276,000 hogs, worth \$2,925,000. The 181,000 horses and colts were worth \$11,765,000. The 19,075 mules were worth \$1,354,525. The total wool and mohair sales were \$7,404,950. Poultry and eggs sold in 1928 amounted to \$11,500,000. Total returns from the livestock industry in Oregon for 1928 were \$80,301,950.

#### Agriculture Returns \$175,773,330

The agricultural return in Oregon for 1928 was \$175,773,330. The total return for 1927 was \$171,619,850; and for 1926 it was \$156,079,000, showing substantial advances in recent years. Oregon has 60,000 farm families which are increasing at the rate of about 1000 per year—one of the few states of the nation showing an increase in farm population.

Canning is one of the large industries of Oregon. In 1928 there were 3,706,625 cases of canned goods produced. This was an increase of 1,198,380 cases over the 1927 pack. There were 80,097 tons of fruits and vegetables consumed in packing the above



Here is the new Pacific Telephone and Telegraph Company building, opposite the statehouse grounds and facing the city's civic center. The building is of light terra cotta, in striking contrast to its evergreen surroundings.



New \$500,000 state office building in Salem, erected in 1929. It has good neighbors as the Oregon Supreme Court building is near as well as the State Capitol Building and the Willamette University.



*Broadway Street bridge, Portland, Oregon. One of the largest carriers of traffic in the United States.*

cases. There were 430,766 cases of string beans, pumpkins, beets, carrots, tomatoes and such vegetables. There were 60,000 barrels of frozen strawberries and 12,000 barrels of frozen raspberries. The value of the 1928 fruit and vegetable pack was \$20,000,000.

#### **Salmon Canning**

One of the largest salmon canning industries in the world has its center in the Columbia River district of Oregon, giving employment to hundreds of men, many boats and canning plants. In 1928 the pack of canned salmon was 446,646 cases, worth \$5,903,462,

and was distributed throughout the world. The chinook salmon pack of 251,404 cases led the list, worth \$4,355,218.

Oregon has one-fifth of the standing timber of the nation, 396,000,000,000 board feet, and has about 500 sawmills which cut four billion feet of lumber annually. The main species are Douglas fir, western yellow pine, hemlock, redwood, white and sugar pine, red cedar and spruce. Lumbering in its various phases is Oregon's greatest industrial operation. Oregon is second in the amount of lumber cut each year

and the annual cut is worth \$100,000,000. It goes to all world markets. Hundreds of remanufacturing plants are found in all sections of the State, making doors, sash, veneer, furniture, high grade office furniture and fixtures, toys, battery separator material, and other special products. Great pulp and paper plants now rapidly centering in Oregon and the northwest consume huge amounts of timber and waste from sawmills.

#### **First Gold-Producing State**

Oregon was the first gold-producing State in the west, miners from this

State making up the first large migration to the California mines in 1849. In both eastern and southern Oregon, gold and silver have been produced in large quantities, over \$150,000,000 in the Jacksonville district of Jackson County alone. At the present time the State of Oregon in cooperation with the Federal government is making a statewide survey of all mineral resources. The deposits of copper, lead, quicksilver, iron, platinum, and clays of all kinds will be carefully surveyed.

#### 6000 Industrial Enterprises

The latest census of manufacturers shows approximately 6000 establishments employing 75,000 people. The leading industrial enterprises with their income, number normally employed, and wages paid are as follows:

	Income in Dollars	Number Normally Employed	Wages or Salaries
Lumber and Wood Products	201,632,509	74,226	\$ 88,793,987
Food Products	75,849,726	14,983	12,846,318
Paper and Pulp	22,778,168	3,253	3,674,198
Metal Manufacturers	18,752,393	5,426	4,145,242
Clothing	13,866,715	2,512	4,705,657
Bldg. Materials	5,796,396	1,069	1,409,453
R. R. carshops	5,679,503	2,491	3,569,195
	\$343,755,410	103,960	\$119,144,050

Oregon is a great Evergreen Playground which is annually attracting large numbers of tourists. In 1928,

90,248 out-of-State automobiles were registered. Oregon has 2488 miles of paved and improved highways. It has scenic wonders such as Crater Lake, Oregon Caves, Lava fields, scenic Columbia River and McKenzie River drives, the Mt. Hood loop, Wallowa Wonderland, recreational areas, many snow-covered mountains and emerald-green lakes, ocean beaches and streams famous for their salmon and trout, together with big game and wild fowl in its many forest reserves.

## BULLETINS

**National Electric Light Association, New York, N. Y.** No. 3. This bulletin is the third of a series issued for the information of all interested in the electric light and power industry. It was prepared by the Statistical Department of the National Electric Light Association with the cooperation of the Statistical Committee of the Accounting National Section of the association.

**General Electric Company, Schenectady, N. Y.** G-E Industrial Heating Devices; GEA-394A—Induction Motor-Generator Sets,  $\frac{1}{2}$  to 35 Kw., 125 or 250 volts; GEA-1125—G-E Arc-Welding School.

**American Institute of Steel Construction, Inc.** The Effect of Temperature on Structural Steel.

## A Blad-X Gas Fountain Pen

**STOPS HIM!**

**Instantly and Harmlessly**

**PRICE**  
Fountain Pen \$6.00  
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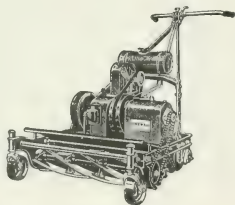
## CALIFORNIA ARMS COMPANY

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## STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912.

Of Pacific Municipalities, published monthly at San Francisco, Calif., for October 1, 1929.  
State of California, County of San Francisco—ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared George H. Allen, who, having been duly sworn according to law, deposes and says that he is the General Manager of the Pacific Municipalities and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 411, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Pacific Municipalities Publishing Company, San Francisco, Calif.

Editor, Herbert B. Gee, San Francisco, Calif.

Managing Editor, George H. Allen, San Francisco, Calif.

Business Manager, Philip P. Levy, San Francisco, Calif.

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

H. A. Mason, Chancery Building, San Francisco.  
William L. Locke, Chancery Building, San Francisco.

3. That the known bondholders, mortgages, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders as they appear upon the books of the company but also, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing a full and complete disclosure of all the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest, direct or indirect, in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the six months preceding the date shown above is (This information is required from daily publications only.)

GEORGE H. ALLEN.

Sworn to and subscribed before me this 1st day of October, 1929.

(Seal)

MATTIE G. STIRLING.

(My commission expires June 14, 1933.)

# Portland's City Engineer

**OLAF LAURGAARD**, City Engineer of the City of Portland, Oregon, was born at Ekne, near Trondhjem, Norway, February 21, 1880, son of O. C. and Marie Cecelia (Leinhart) Laurgaard. With his parents, he came to the United States at the age of five months.

Mr. Laurgaard was educated at the grammar and the high schools at La-Crosse, Wisconsin. He received the degree of Bachelor of Science in Civil Engineering in 1903 at the University of Wisconsin at Madison. The Master's Degree of Civil Engineering was conferred by the same University in 1914.

He was employed as Assistant Engineer by the United States Reclamation Service on irrigation and power work in Oregon, Washington and California from May, 1903 to May, 1910. The principal work was engineer on construction on the Conconully Hydraulic Fill Dam; Chief Engineer of the Oregon, Washington and Idaho Finance Company in Portland from 1910 to 1913; during 1913 he was Division Engineer on the construction of the Naches Power Canal and power plant for the Pacific Power and Light Company in Yakima Valley, Washington; in 1913 and 1914 he was Project Engineer for the State of Oregon on the construction of the Tumalo Irrigation Project constructing dams, canals and structures for complete irrigation system; during 1915, 1916 and 1917 he conducted a Consulting Engineer's office with headquarters at Portland, Oregon, during which time he had charge of many millions of dollars worth of work covering various irrigation projects as follows: Horse Heaven Irrigation District, Brewster Irrigation District, Olympic Power Company, all in the State of Washington; Suttles Lake Project, Westland Irrigation Project, Paisley Irrigation Project, and the Tumalo Project in Oregon.

During 1917 and 1918 Mr. Laurgaard was representative in the State Legislature from Multnomah County, and during that time was chairman of the Committee on Irrigation, and also a member of the Committee on Roads and Highways. He was the author of the new irrigation code, the State Highway code, and the Sanitary District code, and other development measures enacted into laws.

He is a member of the American Society of Civil Engineers; Past President of the Oregon Chapter, National Director and National Vice-President of the American Association of En-




O. LAURGAARD  
City Engineer, City of Portland

gineers; member and Past President of the Northwestern Society of Highway Engineers; Director of the City Officials Division of the American Road Builders' Association, and President of the State Board of Engineering Examiners of Oregon. He is a thirty-second degree Mason, Knight Templar, W. O. W., B. P. O. E. He is a member of the Portland Chamber of Commerce, the Portland City Club and other societies.

Mr. Laurgaard was married on November 29, 1908, at Conconully, Washington, to Miss Goldie May Sherer. They have one daughter, Helen, born in 1910, and one son, Glenn Olaf, born in 1912.

Since July 1, 1917, Mr. Laurgaard has been City Engineer of the City of Portland in charge of all construction of new streets, bridges, sewers and structures of all kinds. He also has charge of the maintenance and repairs of all streets, sewers, bridges and other structures. During this time about forty million dollars has been expended under his immediate supervision, some of which includes street widening, street improvements, large sewer and bridge projects. Just recently the Waterfront Development Project has been completed including a large intercepting sewer and drainage feature and bulkhead wall on the river front, involving an expenditure of \$2,750,000.

**Department of Commerce, Washington, D. C.—No. R95-28.** Skid Platforms—Simplified Practice Recommendation. In accordance with the unanimous action of a general conference of representative manufacturers and users of skid platforms, the Department, through the Bureau of Standards, recommends certain clearance dimensions for skid platforms.




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**LOS ANGELES**



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*Unexcelled Food—Friendly Prices*  
FRANK S. JONES, Jr., Proprietor

**Hotel Savoy**  
Sixth & Grand

## PITTSBURGH METER COMPANY PLANS BIG EXPANSION IN COAST TERRITORY



ARTHUR A. CROOKE



J. H. HILL

AN announcement, which will be of very great interest to the water works trade of the southwest has been made by the Pittsburgh Equitable Meter Company of Pittsburgh, Pennsylvania. They have forwarded the information that a large warehouse will be leased in the very near future on East Seventh Street, Los Angeles, in the heart of the industrial district of this city. This warehouse will be modern in every respect and complete in every detail.

A complete stock of water meters and repair parts will be kept on hand at all times. Shop equipment will be installed as well as the latest type of testing apparatus. Water meter mechanics with years of training and experience at the Pittsburgh factory will be transferred to this Los Angeles branch, and these men will have charge of the shop and the maintenance of meters in the southwest territory. All shipments of meters for the states of California and Arizona will be made from this warehouse.

Under the management of J. H. Hill and Arthur A. Crooke, who allied himself with the Pittsburgh Equitable Meter Company the first of January, the growth of the business of this company out of the Los Angeles office has been phenomenal. This recent increase in business and the bright outlook for

## A Small Hole Can Sink a Mighty Ship

Failure to plug the hole or provide pumps for bailing would be dangerous and costly.

As Guardians of Public Funds, have you plugged the leaks that may arise through damage suits?

How would a verdict of \$50,000 affect your budget and what explanation would you give the taxpayers?

We are equipped to locate the leaks and provide the means of permanently stopping them through insurance protection which is both complete and adequate.

Consult the Glens Falls or Commerce Agent in your locality. He will be pleased to arrange for an analysis of your city's or county's insurance requirements and the cost.



R. H. GRIFFITH, Vice-President, Pacific Coast Department, 354 Pine Street, San Francisco, Calif.

the future has made the establishment of such a warehouse an absolute necessity. With efficient facilities for stocking and maintaining meters, the representatives of the Pittsburgh Equitable Meter Company feel that they can give the water works trade of the southwest a form of sales and service cooperation the equal of any other meter manufacturer now represented in this territory.

In addition to this announcement regarding the opening of the warehouse in Los Angeles comes the rumor, which has been partly confirmed, to the effect that this company, within the next year, expects to build a branch factory in Los Angeles for the manufacture of water and gasoline meters, together with gas meters and gas regulators. If such plans are followed through, this will be the first eastern manufacturer of meters to build a factory in the far west. Thus, the Pittsburgh Equitable Meter Company will add just one more name to the long list of national organizations which have demonstrated business foresight and shown an ap-

preciation of the tremendous growth and future growth of the southwest territory by establishing branch factories in the west.

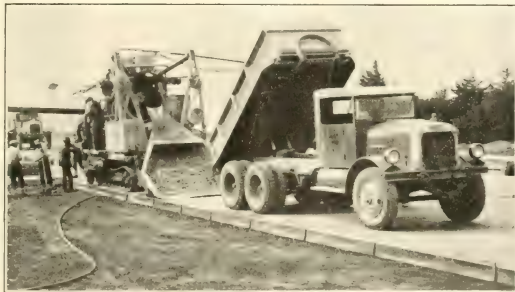
### HEALTH CONTEST

THE Chamber of Commerce of the United States has announced a health conservation contest open to local chambers of commerce throughout the United States. The awards in this contest will be based upon the status of the health services in the community and the relative improvement of these during the calendar year of 1929.

The contest is similar in nature to the contest in fire prevention heretofore carried on by the Chamber of Commerce of the United States. In making this announcement, the Chamber states that aside from the humanitarian aspects of public health, it has been carefully and conservatively estimated that the money loss in this country from sickness through lost wages, salaries, and reduced produc-

tive effort, plus the cost of necessary care, aggregates \$2,250,000,000 a year. The total capital value of lives now lost from causes which are known to be preventable is estimated to be more than \$6,000,000,000 annually. This enormous total is an economic burden weighing heavily on communities and individuals. However, the economic losses from ill health and premature death can be reduced, for modern public health practice has shown the way to prevent a major portion of the sickness and deaths responsible for them.

In many cases, public interest and cooperation once aroused have been responsible for the initiation and carrying on of health conservation services which have stopped the spread of epidemics, safeguarded maternal and infant life and health, reduced the toll of tuberculosis, and effectively acted to reduce illness and preventable loss in other fields. Numerous chambers of commerce already have public health committees at work with their health officers and the city administration to study and further health services.



## The value of a good reputation

OFTEN intangible assets are overlooked by a manufacturer even though it is very evident that the public is guided almost wholly by such appeals as fairness, sincerity and good reputation.

But these assets do not come easily. They cannot be bought or borrowed. They do not exist in iron, steel, or machines, but in the soul of the organization itself. Thirteen years ago L. H. Bill insured the good reputation of Fageol trucks and Safety Coaches by setting a standard, known as the "Bill Principle of Manufacture." To this ideal, zealously followed, we attribute Fageol's intangible

assets. When buyers say that the name Fageol on a truck is sufficient proof that it is all it should be, surely our efforts have not been in vain.

It would have been easy over these years to compromise with low price or get the substitution habit; but the "Bill Principle" has become an unchanging law.

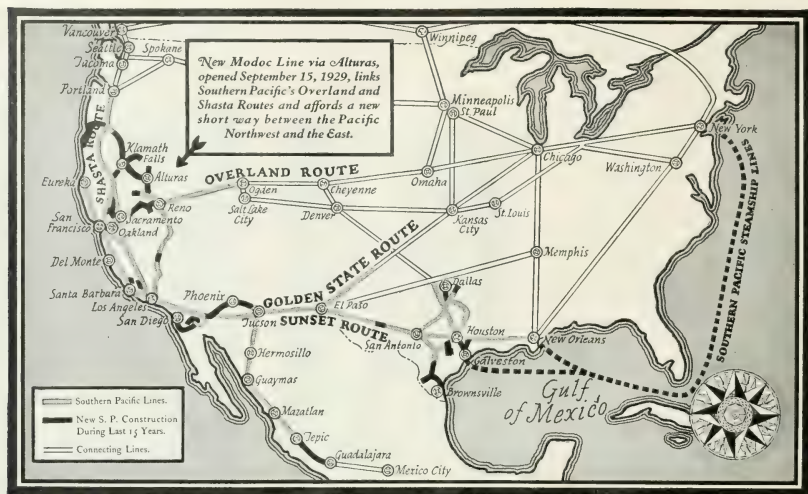
"Produce the best equipment or produce nothing" offered no evasion, and we are glad, because the good reputation of Fageol has never been questioned.

## FAGEOL MOTORS COMPANY

OAKLAND, CALIFORNIA

*"There is a Fageol model for every trucking job"*

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## Pioneer rails pierce a new frontier

### *Southern Pacific completes the link between Shasta and Overland Routes*

Following the route of the Overland scout and the covered wagon a new pioneer pushed its way into the West in 1869 and the pony express passed into legend.

The driving of a golden spike sounded along steel rails and the first transcontinental railroad was completed . . . Southern Pacific's OVERLAND ROUTE of today.

The "last spike" they called it then. But the last spike will never be driven. Southern Pacific is still building with the West.

From Fernley, Nevada, to Klamath Falls, Oregon, new steel shines in this Western sun. Southern Pacific has linked its SHASTA and OVERLAND ROUTES; another frontier is crossed and there is a new route, the "Modoc Line," between the Northwest and the East.

A vital part of the vast, growing territory which it serves, this pioneer railroad has kept pace, step by step. The completion of the Modoc Line is only one item in Southern Pacific's unparalleled program for new construction during the last fifteen years.

Other recent important projects include completion of the new Cascade line of the SHASTA ROUTE, an alternate line east of the Cascade Mountains through Klamath Falls, Oregon; double-tracking of the OVERLAND ROUTE across California's high Sierra; building of a new main line in Southern Arizona; completion of the gap between Tepic and Guadalajara, Mexico, effecting a new through route down the West Coast to Mexico City and the interior; the building of a new line into the Magic Valley of the lower Rio Grande, in Southern Texas; and the beginning of a great bridge across Suisun Bay, near San Francisco, to replace train ferries and shorten time on the OVERLAND ROUTE to Chicago.

From less than 700 miles of line in 1869 to more than 20,000 miles today—that is Southern Pacific's 60-year record.

With the building of its four great transcontinental routes and its tremendous pattern of lines along the whole Pacific Coast much of Southern Pacific's achievement is history, a part of the epic of the West. But the epic is not finished . . . and Southern Pacific builds on.

Only Southern Pacific offers four great transcontinental routes. Go one way, return another. Write to F. S. McGinnis, 65 Market Street, San Francisco, for the booklet, "Four Great Routes to the East."

## Southern Pacific





# Station UNI,

*"Dad" Mason broadcasting*

Minutes of Organization Meeting of the Municipal Utilities Section, League of California Municipalities, at Oakland, California, October 9, 1929.

THE meeting was called to order by William J. Locke, who stated that its purpose was to bring into existence an organization that would consider the problems connected with the operation of municipal utilities.

Dr. George C. Pardee, president of the East Bay Municipal Utilities District and former governor of the state, was introduced and set forth in some detail the reasons for the organization and emphasized the necessity for promoting coöperation between municipalities and districts engaged in a common purpose.

Ralph C. Criswell, representing the Los Angeles Bureau of Water and Power, was introduced and gave additional reasons for creating the organization, one of which was to secure such legislation as would facilitate the obtaining of capital to make needed extensions and improvements of existing works.

H. C. Symonds of the Marin County Municipal Water District expressed the thought that such an organization was necessary for the successful operation of his district.

Mr. Burke of the California Branch of the American Water Works Association stated that it might be well to call the subject to the attention of that association and hoped that there would not be any conflict of interests between the two organizations, but that he was in accord with Mr. Symonds.

In this connection, it was explained that the proposed organization would include other utilities than that of supplying water and that problems would be presented that could not be properly considered by the present association.

A motion was made and carried that a committee be appointed to draft a constitution and by-laws for the proposed association. The following were appointed as such committee: F. W. Hanna, R. L. Criswell and John H. Kimball.

The committee retired and in its absence the subject of "stand by" charges was presented by Mr. Locke followed by a general discussion.

The committee returned and Mr. Kimball presented a draft of constitution and by-laws which was read and discussed and thereafter was adopted and placed on file duly certified.

Officers were thereupon elected as follows: President, F. W. Hanna; vice-president, Ralph L. Criswell; directors, S. B. Morris of Pasadena and Clark T. Henderson of Burlingame. H. A. Mason of Palo Alto was directed to act as temporary secretary pending an appointment by the directors, there being no quorum of the directors present.

Mr. Kimball presented a resolution favoring an amendment to the Federal Revenue Act of 1926 which would classify employees of utility departments of cities and districts so that they would have the same standing in respect to the payment of an income tax as do the employees in the governmental departments. The resolution was unanimously adopted and placed on file.

George H. Allen, general manager of PACIFIC MUNICIPALITIES, announced his readiness to promote the organization by any publications desired in that magazine.

H. K. Zoller of the Commercial Department of the Los Angeles Bureau of Water and Power then gave an interesting address on "Employees' Relations with the Public" and on "Delinquent Collections." Mr. Zoller was requested to submit his address in writing, the same to be published in the proceedings.

No further business appearing, the meeting adjourned.

The following were registered as being present:

**East Bay Municipal Utilities District.**—George C. Pardee, president; F. W. Hanna, chief engineer; John H. Kimball, accountant secretary; J. S. Longwell, assistant chief engineer; C. E. Grunsky Jr., general superintendent; A. J. Calleri, designing engineer; Edwin L. Driggs, office engineer; Robert C. Kennedy, chief designing engineer; H. A. Knudsen, electrical engineer.

**Marin Municipal Water District.**—H. C. Symonds, president; John Burt, general manager; E. L. Longand, superintendent; J. S. Peters, engineer.

**Los Angeles Bureau of Water and Power.**—Ralph L. Criswell, H. K. Zoller, commercial director; C. A. Dykstra, director personnel and efficiency.

**Burlingame.**—F. A. Bloom, purchasing agent; James R. Murphy, assistant secretary, Water Department.

**Alameda.**—R. N. Harvey, secretary Board of Utilities; Burnett Hamilton, chief engineer; W. J. Locke.

**Long Beach.**—Alice B. Safford, office manager Department Public Utilities; F. W. Brejcha, accountant.

**Glendale.**—P. Diederich, superintendent Water and Light Department.

**Palo Alto.**—C. H. Christensen, mayor; H. A. Mason.

**Sacramento Municipal Utility District.**—H. C. Bortorff.

**Vallejo.**—Frank Brew, commissioner of public works; J. L. Cunningham, clerk of Water Department.

**Lompoc.**—E. A. Vaughan, manager Light and Water Department.

**Los Banos.**—J. H. Burke, superintendent Water Department.

**El Segundo.**—William R. Selby, councilman; R. T. Hutchins, superintendent Water Department.

**Oakland.**—George Forni, E. L. VanderNaillen.

## Convention Aftermath

The thirty-first annual convention of the League of California Municipalities is now an event of the past and it may be recorded as having been a most satisfactory meeting. In point of attendance it was the largest ever held and in point of interest it was the equal to any that preceded it. The utmost harmony prevailed and I heard no serious criticisms voiced respecting anything that transpired. The various departmental sections presented interesting programs that attracted attention. The Oakland officials did extremely well in providing side trips to public works and an entertainment to fill the voids between the business sessions. Everybody seemed to be pleased and consequently happy.



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

THE Thirty-first Annual Convention of the League of California Municipalities, which was held at Oakland last month, had several outstanding features which, on account of their importance, are worthy of review in these columns.

For instance, the discussion of the municipal transportation problem which was opened by A. J. Lundberg, president of the transit company serving the East Bay cities, was most interesting and illuminating. During the past few years this company, like practically all other street railway companies in the country, has met with financial difficulties owing principally to a depreciated currency and competition with the private automobile. Mr. Lundberg has given the municipal transportation problem the most thorough investigation and study, and his ideas for its solution are both logical and sound. The conclusions which he has arrived at found much support in the discussion that followed, led by Walter W. Cooper, former associate of the late Delos F. Wilcox.

The transportation problem was followed by discussion of another interesting subject entitled "How the Cities May Be of Help to the Railroad Commission." It was presented by the Honorable William J. Carr, a member of the commission, former state senator and at one time city attorney of Pasadena. The burden of Mr. Carr's address was an attempt to show the city officials of California the importance of making better provision for the handling of rate cases before the commission. Among other things he said that the average city attorney is often greatly handicapped in his efforts to combat the high-powered and betted informed attorneys of the utility companies. Calling attention to the well-trained organization maintained by the California Farm Bureau for the express purpose of handling cases before the commission, he expressed the opinion that such an organization should be maintained by the cities, and said that undoubtedly it would be worth many times its cost.

The suggestion was indorsed by Senator Jones of Santa Clara County, and also supported in a rousing speech by Preston Higgins, city attorney of Oakland. Apparently the proposition met with general approval.

Wednesday morning the convention was entertained with a very able address by Dr. Fred W. Browning of Hayward, secretary of the Health

which provides for a full-time secretary-manager for the league. The beneficial results of this provision will undoubtedly be demonstrated within the next six or eight months and show conclusively the wisdom of taking such a step.

Another feature of the convention was the large attendance, the registration showing the presence of nearly 1300 city officials and guests. It was the largest convention since the one held at Long Beach some four years ago.

Reports from the heads of the various departments are to the effect that their sessions were of unusual importance and had many interesting features. The city clerks were entertained one evening with an address on a subject entitled "The City Clerk in English Cities," by Professor Samuel C. May of the University of California. On Monday afternoon the Department of City Managers was entertained by Professor May at his headquarters in the Library Building of the university, and on Wednesday afternoon a similar reception was accorded the Department of City Planning.

The city officials and municipal employees of Oakland, led by its genial city clerk, Frank C. Merritt, former president of the league, did everything in their power to make the stay of the delegates enjoyable. Preston Higgins, city attorney of Oakland, entertained the visiting city attorneys at a luncheon given in their honor at the Athens Athletic Club on Wednesday noon, while on the same evening members of the Health Officers' section were the recipients of a dinner by the City of Hayward.

Among the important resolutions adopted by the convention was one favoring closer relationship with the University of California and other universities, another advocating additional funds for use of the railroad commission, and another urging the legislature to plan a limitation on the power to levy special assessments. All the resolutions are to be published in full in the report of the proceedings, which is to be printed in book form, and every city and town should secure a number of copies for future reference.

## ATTENTION CITY PLANNERS

Copies of the report on The Standardization of Zoning Symbols by the Zoning Study Group of Los Angeles may be obtained by writing the office of the League of California Municipalities, 1095 Market Street, San Francisco.

Officers' section, on the subject of "Bridging the Gap." Dr. Browning, in plain everyday language, accompanied by a variety of illustrations, showed the method by which medical science has succeeded in combating communicable diseases.

Next followed a discussion of the subject of municipal liability for accidents and the question of liability insurance, by Mayor Christensen of Palo Alto. Resolutions providing for the framing of a standard form of insurance policy were subsequently adopted by the convention.

On Thursday morning Mr. Gillespie, Sanitary Engineer of the State Department of Public Health, presented the synopsis of a paper which had been prepared by Dr. Hassler, Health Officer of San Francisco, on "Catastrophe Work During the San Francisco Earthquake and Fire of 1906." The object of the paper was to show what could and should be done for the maintenance of public health and safety in the event of a similar catastrophe, and it stands to reason that the conclusions drawn from a health officer's actual experience in such a calamity are of inestimable value.

Perhaps the most important thing done by the convention was the adoption of an amended constitution,

# New STREETS FOR OLD



*Third Avenue, Seattle, Washington. Resurfaced with concrete in 1928. W. D. Barkhuff, City Engineer. J. L. Smith Construction Company, Contractors.*



MANY cities are confronted with serious traffic problems in downtown business sections—yet find a street widening program impracticable. In such cases relief from congestion and a far smoother, speedier flow of traffic can be attained by repaving or resurfacing old streets with portland cement concrete.

Third Avenue, Seattle, Washington, is an excellent example. Recently a new concrete surface was laid over the old concrete base. This provides smooth, even-surfaced traffic lanes and parking facilities on each side of the street car tracks, and thus greatly relieves the traffic situation.

In cities where, as in Seattle, many of the streets have decided grades, it is doubly important that pavements be of concrete. For concrete affords the best traction for rubber tires, and is safest for traffic in all weather—wet or dry.

A new concrete surface over an old base is highly economical in first cost, is quickly laid and opened to traffic, and costs little to maintain indefinitely.

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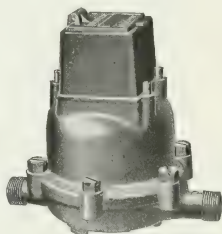
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## REAL ESTATE PROBLEMS

(Continued from Page 488)

but if the same property is to be valued for assessment purposes, the owner implies that you do him a favor by taking it off his hands.

The National Real Estate Boards in convention last year mentioned at least three distinctive varieties of value:

1. Properties which are bought and sold on a competitive market have a market value.

2. Properties which produce or are intended to produce net earnings have an investment value.

3. Properties which do not have a market value or an investment value but which represent a value to their owners have a service value.

In the case of a highly improved property such as a hotel or office building which yields a high net return to its owner, the assessor is obliged to assess the land occupied by the building in the same relative proportion as the surrounding land while the building is assessed on the basis of its reproduction cost. Our laws require a separated assessment of land and buildings. This method of appraisal is known as the summation process which is condemned by leading authorities today as unsound except for taxing purposes.

While many authorities on appraisals disagree with the summation process for valuing property, we would not recommend against that method for the purpose of taxation. In cities where a separate assessment of land and improvements has been in practice, the method has received the general endorsement of real estate, business and professional men. It has established standards of value for sale and rental operations, and no better method of securing fair and equitable assessments has as yet been devised.

### Separation of Values

The separation of land and improvement values is not only a stimulus to the assessor to perform careful work and a check upon him to prevent dishonest work, but it also enables taxpayers intelligently to study methods of assessment and compare results as between adjoining properties. One cannot examine an assessment roll or map and get anything out of it unless the land value is separated from that of the building and improvements. By studying land values and disregarding the value of the improvements, a good method is provided for comparing land values by sections and determining whether there is any equality between the assessments of one section as compared with those of another section. When land values are shown on the map it is apparent that they must all

bear a reasonable relation to one another.

### The Babcock Theory

Frederick M. Babcock, a recognized authority on property appraisals, disqualifies the summation method for appraisal purposes. He says:

"Real estate is taxable in proportion to its fair cash market value. The tax assessor has as one of his greatest problems the maintenance of uniformity between the values which he ascribes to similar properties. Justice and equity in the taxation of real estate make the function of the tax assessor difficult and important. The necessity of uniformity introduces many valuation problems in tax assessing which do not enter into the appraisal of individual properties. Usually the rather elaborate processes of evaluation used in the appraisal of individual properties cannot be used by tax assessors. They require comparatively simple and direct methods which will be uniform for most properties. In urban properties the prevailing custom is to assess land and building separately and, while such a practice is not correct in most cases of urban evaluation, it is probable that it is preferable when appraising for taxation purposes. Land values will then be appraised with some uniformity, and the taxation of buildings will be related to their costs without much adjustment for inadequacy or unsuitability to the land. Any excess taxes paid upon buildings thus appraised become one of the penalties of obsolescence and unsuitability. It will be equally true, however, that assessed valuations are not criteria of fair cash market value."

### Property Units

When a buyer purchases a property having an investment value, he buys the land and building together as a composite unit. The assessor recognizes it as two separate units, assessing the land without the building and the building without the land.

Buildings are never worth more than their reproduction cost. I have in mind a piece of property that is now occupied by a hotel in the central business district. At the time the building was erected, the owner paid \$75,000 for a quarter block. The hotel building cost \$400,000. Let us assume that at the time the building was erected the land was worth \$100,000, which, with the building, represented a total capital investment of \$500,000. This investment developed into a splendid revenue producing property and was sold the following year for \$750,000, which was \$250,000 in excess of the original investment value in both land and building.

As stated before, buildings are never worth more than the cost of reproduction. Some might insist that if the building only cost \$400,000, the land should be worth \$350,000 and should be assessed accordingly. This argument is unsound for the reason that an identical parcel of land across the street could be purchased for \$100,000. From this illustration we must conclude that the excess values of certain developed properties cannot always be reached by the assessor by the summation method of appraisal.

### Excess Value

Mr. Babcock has this to say concerning excess value:

"A property which is improved to its highest and best use is frequently salable at a price in excess of the amount which would have to be expended by an individual if he were to purchase an identical vacant site and build an identical building, the excess value is the improved value increment and exists as the salable services of the promoter who committed the site to the utility. He contributed value in the form of good judgment. He assumed risk. He was successful with his enterprise and realizes his profits directly in improved value. Thus improved value, while it cannot be allocated either to land or building, exists by virtue of good business judgment manifested by the combination of the particular lot and the particular building and is therefore allocable to the combination as such."

### Properly Developed Property

We have cited an example of a properly developed property which produced an excess value over the amount of the original investment. There are cases where property values have suffered a shrinkage by reason of single purpose development or an improper location.

As an illustration of this, we shall cite the case of an owner who has a half block of land just outside the center of the business district upon which he constructed a warehouse at a cost of \$350,000. At the time the building was erected the land was worth \$75,000. When the warehouse was completed the property represented a total investment of \$425,000. This property was sold twelve months later for \$210,000.

This is a striking example of how actual value may drop far below cost of an improperly developed property. If the original owner could have adapted his property to a different utility with the same amount of investment it is not improbable that he would have realized an increased or excess value over the amount of his investment. A single purpose building is

erected for one class of tenants. If the tenants should move out it is not uncommon for such properties to remain vacant for months and sometimes years.

### Fair Market Value

Mark Levy, one of the leading appraisers of Chicago, has said:

"When land is developed to its highest and best use, rented at normal market rentals, to logical tenants, under good management, it is not difficult to determine the fair market value of such property if you know the proper charges to deduct from its effective gross earning capacity for taxes, insurance and maintenance and operation charges, because the net return, when capitalized by the proper market rate for the particular type of investment, gives the resultant fair market value of the property.

"As a general rule, investors purchase income bearing properties on the basis of what return the property will pay them on their investment. You can place a magnificent improvement, costing a million or more dollars on a piece of land that is in a location that does not warrant the improvement, and cannot be rented at rentals that will justify the investment. By summation process, you would have a value representing the cost, but it is apparent that such development would be worth far less than its cost. Why? Because it can't be rented to pay a return to justify the investment. If, on the other hand, a well located piece of land is properly developed and rented to desirable tenants, at good rentals it should bring a return that will justify a higher value than what the property cost."

### Corner Influence

One of our greatest problems in adjusting land values is to determine corner influence. Most of our business blocks in the city of Portland are 200 by 200 feet with no lots free of corner influence. We have been unable to discover a rule for corner influence that can be adapted scientifically. If we could assess property by quarter blocks we would not experience much trouble along this line, but where the quarter is divided into a 50 by 100 foot lot on the corner and 50 by 100 feet for an inside lot, the problem is to determine relative value between the two lots. In our high-class districts the 50 by 100 foot lot on the corner is approximately 70 per cent of the value of the quarter block, but getting away from the high-class retail district where depth means more than it does in the high-class section, the corner lot is only about 60 per cent of the value of the quarter block. Depth and corner influence tables have been formulated by various

experts no two of which entirely agree and many of them are very complicated in their methods of computation. The corner influence of wholesale business property is less than it is in the retail districts, therefore the rules in our opinion are for average properties and a rule that is applicable to high-class retail property is not adaptable to wholesale business or industrial property.

In addition to the examples referred to, showing the difficulty of assessing on the basis of market values as determined by sales prices, in the first instance on the hotel, which is an example of a highly proper development in which there is an excess which cannot be reached under the summation process of appraisal, and in the second instance, on the warehouse property, which is an example of what might be termed a single purpose development, and consequently subject to a heavy depreciation. There are other factors which tend to depreciate the market value of income property below a valuation determined by the summation process, such as a misplaced development, location in a changing district, and overdevelopment from a utility standpoint. The assessor's problem then becomes one of determining what portion of the cost of the development or sale price represents true market value and is assessable, and it is believed that a proper solution of this problem will meet at least some of the objections to the summation process raised by the authorities cited.

### Residence Property

The assessment of residence property in a home owning community presents several very practical problems. In the first place, it is generally recognized that this class of property has a sentimental value which is difficult to appraise. In the better class of homes particularly, the owners have frequently injected their own individuality, both into the design and construction by providing facilities, conveniences and other extra features at considerable extra cost, which they think worth the cost to themselves, but are of doubtful value to a prospective purchaser, and while an assessment based on the cost of such homes while new, appears justified, it is evident that when sold at a later date, there is a shrinkage in value greater than a normal depreciation.

### Costs and Values

Another factor to be considered in connection with the assessment of residence property which is similar in its application to the overdevelopment of income property, is the relation between construction costs of the dwelling and the value of the site on which

it is located. For example we can probably all agree that a residence constructed at a cost of \$15,000 on a lot valued at \$1000 does not have the market value represented by the \$16,000 outlay. The problem then is, first, to establish the justified ratio between the cost of the building and the value of the land, and next, to arrive at a consistent policy of depreciation on the excess cost represented by such overdevelopment. Our office has been studying this condition for some time, and while we have no definite solution to offer at this time, we believe that in an established residence district, the cost of the improvement should not exceed five times the fair value of the land. While in a new district, on account of land values not being so firmly established, and the probability that the standard of the district will be maintained for a longer period, an owner would probably be justified in building on a ratio of six or seven to one, but we seriously question that the market value could be maintained on a higher ratio than seven to one.

### Finance and Credit System

Another feature which presents a serious problem to the assessor has been produced by the modern finance and credit system; to illustrate, let us assume that an owner has paid \$1000 for a building site, and having ample resources to finance his construction, has constructed a residence under contract at a price of \$4320. We find the total cost of his home to be as follows:

Contractor's cost plus overhead .....\$4000.00

Contractor's profit 8 per cent. .... 320.00

Contract price of building.....\$4320.00

Cost of lot..... 1000.00

Total cost to owner.....\$5320.00

### Speculation

Now let us assume that the contractor who contracted this dwelling duplicates the investment on a speculative basis, finances his operation on borrowed capital during a three months' construction period, placing a \$3200 first mortgage on completion of his building, and does not find a ready sale for the property. He places it in the hands of a real estate broker, and three months after the completion of the building the broker succeeds in selling it on contract, the purchaser making a down payment of \$1000 on the purchase price of \$6400.

In the instance of the contract built house, the contractor secured an 8 per cent profit on his outlay; now let us see what the contractor will secure on the speculative built house for which the owner has paid \$1080 more than the contract built house.

(Turn to Page 505)



## LONG LIVED PAVEMENTS



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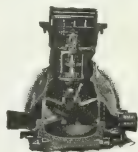
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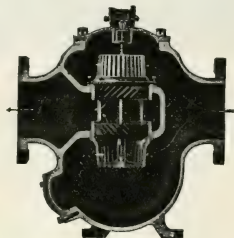
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SAN FRANCISCO

**REAL ESTATE PROBLEMS**

(Continued from Page 502)

Contractor's cost plus overhead	\$4000.00
Cost of lot	1000.00
Contractor's cost	\$5000.00
Contractor's profit 8 per cent.	400.00
	\$5400.00
Interest on contractor's cash outlay during construction period:	
7 per cent on \$5000 for 3 months	87.50
Interest on contractor's cash outlay during selling period:	

7 per cent on \$1800 for 3 months	31.50
Brokerage on first mortgage loan:	
2½ per cent on \$3200	80.00
Interest on first mortgage during selling period:	
6½ per cent on \$3200 for 3 months	52.00
Real estate commission:	
5 per cent on \$6400	320.00
Discount on contract:	
\$6400 - (\$3200 ÷ \$1000) at 20 per cent	440.00
	\$6411.00

building permit, repairs occasioned by fire losses, razed buildings and other such factors, it appears evident that assessments cannot be equalized on the basis of such surveys alone.

**Summation Process**

Under the summation process of appraising, assessments are placed on improvements upon completion of construction, and in the absence of a general reappraisal, such assessments stand from year to year subject to the policy of depreciation adopted by the assessor. Due to fluctuating costs of construction and changing ratios of assessed valuation to appraisal, it is evident that after a period of years, assessed values of such improvements will naturally become out of line, and then arises the necessity of meeting this condition by a reappraisal, which presents quite another problem to the assessor. The generally accepted method is to add to the value of the land a reappraisal of the improvements on a reproduction cost basis, less depreciation for age, obsolescence, changing district values, earning capacity, utility values and such other causes as may be applicable.

In conclusion we wish to state that the intelligent assessment of real estate for the purposes of taxation presupposes on the part of the assessor a thorough knowledge of local conditions as reflected by a study of sales, rentals, leases, traffic conditions. If such conditions are ignored and an attempt is made to build up from a few more or less accurately determined valuations, by means of hard and fast mathematical rules, the values of all other real estate in the community, the result may be a scientific assessment, but it will be satisfactory to no one save those who make it. There are many influences that affect real estate values and every individual property, like a new hand of cards, presents a different combination of factors that must be taken into consideration.

It appears in the case of the speculative built house the contractor has slightly shrunk his rate of profit, while the owner has paid \$1080 more than the price of the contract built house.

The assessor is now confronted with the problem of determining the fair market value of the two identical properties in the face of considerable difference in the cost to the respective owners.

**Equality of Assessments**

In an effort to determine the deviation from the equality of tax assessments, various surveys have been made. In some, at least, the actual selling price of property has been taken as the market value and the percentage of assessment based on such sale price. In other cases, efforts have been made to reconcile the increase in assessed valuation of improvements with the volume of building permits issued. When we consider the deduction from the amount of the building permits which are not assessable, due to exemptions allowed by law, on property used for religious, educational and other exempt purposes, improvements of publicly owned property, alterations and repairs which are tenant changes and add nothing to the market value of the structures, a natural tendency on the part of speculative builders, particularly, to declare an excessive cost in the application for

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The Service Department of the PACIFIC MUNICIPALITIES is in a position to render effective service to municipal executives, advertisers and our readers in general. This service is free, prompt and thorough. Catalogs of all leading firms dealing in municipal supplies are kept on hand for immediate mailing. Information, advice and suggestions on any subject pertaining to municipal activities can be secured.

## Service Bureau

Requests for advice or assistance on matter pertaining to the business of the League of California Municipalities or the League of Oregon Cities should be made directly to the secretary of the respective league. It is the purpose of the officers of both leagues and the management of PACIFIC MUNICIPALITIES to be of real service and you are invited to make known your wants.

Executives are requested to use the following coupon, enumerating their wants. Catalogs covering those wants will be sent by return mail.

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# Pacific Municipalities

Vol. XLIII

DECEMBER, 1929

No. 12



Fort Bragg, California

*Fort Bragg, California—A thriving lumbering center, formerly associated with some of the Golden State's most romantic history. Air photograph furnishing an excellent view of the city's industrial and residential arrangement.*

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*A Monthly Review of Municipal Problems and Civic Improvements*

Official Organ of the League of California Municipalities

Official Organ of the League of Oregon Cities

Entered as second-class matter March 22, 1913, at the Post Office at San Francisco, California, under the Act of March 3, 1879

*Thirtieth Year*

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All matters pertaining to the League should be addressed to the undersigned

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H. A. MASON - - - - - Treasurer

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## INSURE YOUR LIABILITY

ASSEMBLY BILL 595, approved by the Governor of California on May 11, makes the state, counties, cities and counties, municipal corporations, irrigation districts, school districts and other sub-divisions of the state owning any motor vehicles *responsible* to every person who sustains any damage by reason of death or injury to person or property as the result of the negligent operation of any such motor vehicle by any officer, agent or employee.

The new law also makes such political sub-divisions responsible for damage caused by *any other* motor vehicle and resulting from the negligent operation of such vehicle by any officer, agent or employee acting within the scope of his agency or employment.

The law further provides that "the state, county, city and county, municipal corporation, irrigation district, school district, district established by law and political sub-division of the state, may *insure their liability*," . . . and the premium for such insurance shall be a proper charge against the respective general fund of the state, county, city or other municipal corporation or district.

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# EDITORIAL PAGE

## *Season's Greetings to the Western Empire*

*THE directors and executive officers of the League of California Municipalities and the League of Oregon Cities extend to all municipalities of the great Western Empire, their heartiest compliments of the season. Every year witnesses greater growth and greater prosperity to our happy people. Nineteen-thirty promises to be the banner year and to that end let us all coöperate and strive our utmost. Nineteen-thirty is the year of opportunity!*

### *Progress in the Leagues*

IT is a sign of the times that 1928 has witnessed many changes for progress in the League of California Municipalities and in its sister organization the League of Oregon Cities and likewise in PACIFIC MUNICIPALITIES, the official journal.

At the annual convention of the League of California Municipalities last October, drastic changes were made in the constitution. Responsibility hitherto divided between two part-time secretaries, was centered in a secretary-manager who on January 1 will be the full-time executive officer of the League. The Board of Directors will maintain throughout the year direct contact with the secretary-manager. Frequent and regular meetings will be held by the board and the directors themselves will fulfil their responsibilities for the policies of the League. We direct attention to the pages of the president and secretary-manager for comments on the new set-up.

THE convention of the League of Oregon Cities was a milestone of progress. We have already outlined its importance in recent issues. The selection of Fred A. Williams of Salem as Vice-President not only puts a member of the board of directors in a strategic location but also adds in an official capacity the services of a tried and true public servant, whose experience, ability and determination will render more effective the work of the organization. President Schuebel and Secretary Franzen re-elected for another term have made history during the past year. Too much credit can not be given to these energetic officers. Oregon has made a fine start and with its present officers much can be accomplished during 1930.

PACIFIC MUNICIPALITIES, the official organ of both Leagues, completes with this issue its first year in its present form. In spite of all the laudatory remarks that we have received during the past several months we feel but a start has been made. There is much to be done. No one can be more aware of this fact than we ourselves.

The record of the past year however has had its effect and with the new season a greater income is assured. Several new advertisers joined at once our present family of friendly firms and many others promised as the season grows. All in all we may expect to see PACIFIC MUNICIPALITIES increase in size and importance as the months go by and we expect to merit fully the trust and confidence shown us by the thousands of city officials and others in our great Western Empire.

\* \* \*

### *Annual Road Show*

A NUMBER of city and county officials from the Pacific Coast States will attend the annual national road show at Atlantic City January 13 to 18. There can be no question as to the value of the road show to engineers, purchasing agents, city managers, councilmen and in fact to most city officials. While Atlantic City is a considerable distance away so far as mileage is concerned, in this day and age distance means little if the object is worth while.

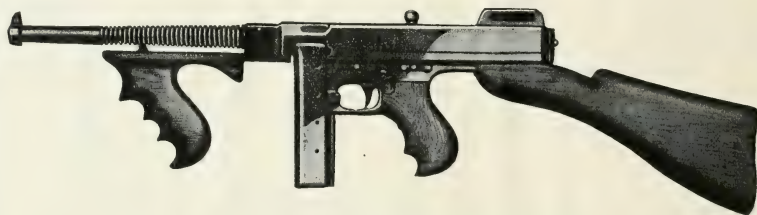
The *Western Construction News* in a recent issue makes a point that we heartily endorse, namely that the manufacturing and equipment distributors should hold another all-western road show on the Pacific Coast soon again. This is a matter that can well receive the careful consideration of all concerned.

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GLADYS V. ROBERTS  
*City Clerk and Auditor*  
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## Municipal Executives

(SERIES No. 10)

Portraits of busy officials who de-  
voted their efforts to the upbuilding  
of the Pacific Coast



JOSEPH S. LONG  
*Mayor*  
RIVERSIDE, CALIF.



HAROLD B. GRIFFITHS  
*Supt., Kern County Airport*  
BAKERSFIELD, CALIF.



WM. H. COOK  
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WALTER A. PFUNDER  
*Mayor*  
COLTON, CALIF.



L. P. CAMPBELL  
*Pres., Planning Commission*  
SALEM, OREGON



L. G. HON  
*City Manager*  
MONTEBELLO, CALIF.



Illustrations Courtesy "Roadrunner"

*Fort Bragg began its paving program in 1923 with this job on Main Street—2-inch asphaltic concrete base and 1½-inch asphaltic concrete surface—the work being done by J. A. Costello, Jr.*

# FORT BRAGG

## Modernizes Her Streets

By FRED DUFFY

*Superintendent of Streets*



**A**BOUT 120 miles up the coast from San Francisco lies Fort Bragg—now a lumbering center, but formerly the scene of some of California's romantic history.

The Russians, who came down the coast from the north in the beginning of the last century, established trading posts for their fur-hunting activities. Then, in furtherance of the Russian Empire's plans for colonization in America, they purchased land from the Indians for a permanent settlement.

### Stockade Erected

A well-fortified stockade was erected and the settlement, near the mouth of the Gualala River, prospered for a few years. In the latter part of its 30-year existence, the colony suffered from various setbacks in its trapping and agricultural pursuits. Later, when the government of California was brought under Mexican rule, ports were closed to foreign ships and the settlement had difficulty in obtaining supplies.

The lessened interest of the Russian Government in the colony was entirely withdrawn upon the declaration of the Monroe Doctrine, which contained a paragraph directed chiefly at their colonization activities. So matters stood in 1839, when the Russians, in preparation of their departure, sold their property at Ross for \$30,000 to John A. Sutter. The place today is still known as Fort Ross.

### Government Takes County

Mendocino County was later taken over by the Government and continued for some years as an Indian Reservation. During these years interest was awakened in the potential wealth of the redwood forests, and the lumber industry developed naturally to its present-day important position. The country kept pace with this growth, and in Mendocino County the center of commerce settled in the coast town which had taken its name in honor of Colonel Braxton Bragg, of Mexican War fame.

Although the commercial activities of Fort Bragg are connected for the most part with the lumber business, the fertile soil of the adjacent country has placed agricultural and dairying pursuits on a profitable basis. Fort Bragg is the only city in the county having both rail and water transportation facilities, and is therefore a natural shipping center for the diversified products of the section.

### Streets Unpaved

Until 1923 the city's streets were unpaved. The City Council in that year conducted an extensive investigation to settle upon a paving program which should provide modern traffic facilities adequate for its position as commercial center of the region. The investigation of many types of pavements in regard to first cost, maintenance and general adaptability, resulted in the selection of asphaltic concrete base and surface.

Accordingly, in 1923 the Council awarded a contract under the super-

*Fort Bragg, California—Laurel Street. Another section of the 2-inch asphaltic concrete base and 1½-inch asphaltic concrete surface paving done in 1924, by the Christensen Construction Company.*



*Fort Bragg, California—A portion of the 1924 paving schedule was the 3-inch asphaltic concrete pavement laid on Franklin Street. Work done by Christensen Construction Company.*

vision of C. C. Kennedy, consulting engineer, for paving one of the main streets. The pavement consisted of a 2-inch asphaltic concrete base and 1½-inch asphaltic concrete surface, with the exception of a small area on which the base course was laid 3 inches thick. This pavement was well tested during the following year. Its ability to withstand the heavy traffic incident to a lumbering and agricultural community was satisfactorily demonstrated to those responsible for its choice. Consequently, when the remaining business

That the use of Asphaltic Concrete Pavement has been entirely satisfactory to the citizens of Fort Bragg, is evidenced, states Supt. Duffy in a note to the editor, by the fact that a petition is now being circulated among the property holders requesting the City Council to continue the present paving plan this coming year.

streets were paved during the following year, asphaltic concrete base and surface pavements were again specified.

The present City Council has formulated a plan whereby a definite amount of paving will be done each year, until all of the city's streets are properly improved. In furtherance of this program, a contract was awarded this year to Christie & Allen, of Fort Bragg, for laying approximately 100,000 square feet of 2½-inch asphaltic concrete pavement.



JOHN N. EDY  
City Manager  
BERKELEY

ONE of the first things Mr. Edy did when he became City Manager of Berkeley in 1923 was to establish a centralized purchasing office. In many cities it is still the custom to permit each department to do its own buying, with the result that standard specifications of supplies and materials are lacking, purchases are made in small quantities at retail prices, and tests of materials and supplies after purchase are rarely made to determine whether or not the quality specified has been received. With a centralized purchasing office all of the purchasing for the City of Berkeley is done by that office which enables the city to use specifications: to standardize materials and

supplies; to eliminate duplication, and to purchase in quantity, thereby securing wholesale or jobbers' prices. All of these factors mean a substantial money saving to the city and increased efficiency in all departments of government.

Realizing as do all large corporations, that the best prices are received when competition is had, which also induces the firm supplying the various materials that the city uses to build into their product more quality, the city policy has been to encourage competition whenever possible. Realizing, too, that if the city pays a greater price for any article in order to favor a particular merchant than the same article could be purchased for elsewhere it is penalizing all of the citizens for the benefit of that particular one, the merchant, a policy was adopted at the time the centralized purchasing office was

established, of buying on quality, price and service.

Although the City Charter prescribes that on all purchases amounting to \$500 or more bids must be publicly advertised for, the purchasing office attempts to secure bids on practically everything purchased regardless of quantity or price. This results in securing better quality material and better prices. It has been found that when bids are not taken the result is usually that prices, even on standard articles, often tend to creep upward until the buyer is paying considerably more than the same article could be bought for under competitive methods. Informal bids are taken either by telephone or on a proposal form mailed out by the purchasing office.

Now, in order that each merchant or firm may know exactly what is wanted

(Turn to Page 536)

## Catching the Crook

### How Teletype-Equipped Police and Sheriff's Departments of the Pacific Coast Use Science in War Against Crime

By FRED J. WILSON

Sierra Equipment Corporation

EVERY dangerous criminal is a specialist—an artist in his line. How absurd to expect the average police officer, a general purpose man, to combat the activities of this class of crime experts without giving the policeman tools with which to work. The crook today uses every aid modern science can supply. The policeman must have the same aids if he is to compete."

#### Vollmer's Statement

This is the statement of August Vollmer, former "scientific" Chief of Police of Berkeley, who has gone to Chicago as professor of criminal practice in a leading educational institution there. Chief Vollmer, when he was Chief of Police in Los Angeles about

five years ago, first learned of the teletype. He saw its value at once and succeeded in having the instruments installed in the police precinct stations of Los Angeles with, of course, a master station at police headquarters. This system was a broadcasting system under which alarms and instructions could be simultaneously broadcast to all precinct stations. Later, two stations, those at Wilshire and Georgia street, were equipped with answer-back systems, and installation is at present proceeding under which all the police stations will be enabled to communicate with each other while at the same time all may be instantly covered with a general alarm.

The teletype, which is almost en-

tirely used in police work, is known as the Page Teletype. It is simply a typewriter electrically connected to another typewriter (teletype) or a score or a hundred of them so that when the key "A" or any other key is struck on the sending machine the same character "A" is produced on all connected machines. And in the answer-back system any teletype can send a message to any other teletype in the entire system. This gives instantaneous communication with a positive record at both ends of the line.

#### Message to Sub-Stations

When a message is desired to be sent to all the police substations in a city by this device it is sent to all of them at once while, if distributed by

telephone, it would be necessary to inform one station at a time. This means a saving of many minutes in giving a general alarm and minutes, even seconds, oftentimes mean the difference between the capture of a criminal or his escape.

### Works Equally Well

The teletype works equally well regardless of the distance involved. And the fact that a record is made of every alarm or every instruction is of vital importance. It means that misunderstandings and "buck-passing" is no more.

The Los Angeles system has been under the direct supervision of Chief of Detectives H. H. Cline, famous throughout the West as one of the greatest thief-catchers in the business. Of the teletype system, Chief Cline says:

"It answers our greatest need in broadcasting descriptions of the persons wanted for the commission of crime and allows us the quickest method in which to dispatch officers in the various stations to the scenes of activity. I cannot think of a greater improvement to any department than the teletype system and hope to see it connected with our Bureau of Criminal Identification in Sacramento whereby we can receive within a few seconds the valuable assistance of that great organization."

### Helps Department Efficiency

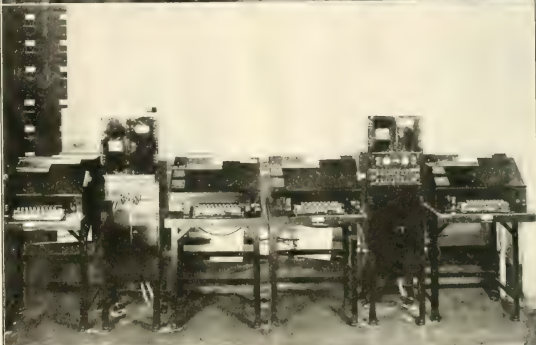
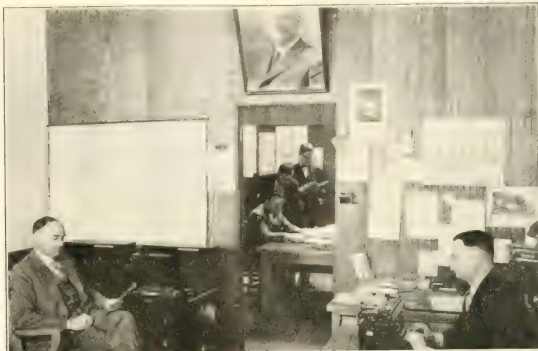
James E. Davis, Chief of Police of Los Angeles, says:

"The teletype system now in use in the Los Angeles Police Department is considered to contribute materially to department efficiency. It eliminates all possibilities of misunderstanding such as inevitably occur with telephone communications. It fixes responsibility. Many instances could be given in which teletype broadcasting of news regarding a crime, and descriptions of criminals and stolen cars has resulted in quick arrest of the guilty parties."

Portland, Oregon, followed Los Angeles in installing teletype, all precinct stations being equipped with a broadcasting system. This year Chief of Police L. V. Jenkins plans to modernize his equipment by installing answer-back equipment similar to that being installed in Los Angeles. Of the teletype, Chief Jenkins says:

"I do not understand how we operated so long without this system. My personal opinion is that every police department in America should install the teletype system and that the Pacific Coast, at least, should be connected up from San Diego to Vancouver, B. C., as one department."

Next to install the teletype system was the police department of San



*Teletype Installation in Department of Sheriff William A. Tracer, Los Angeles County. View shows Sheriff's Sub-Station in West Hollywood. Captain Hanby, in command, shown seated before Teletype. Center: Central Station of Teletype System of Sheriff's Department, Los Angeles County. Four Transmitting-Receiving Teletypes with special round-proof covers are shown with Broadcasting Only Switchboard on right, and Answer-Back covers are shown on left. Bottom: Central Teletype Station, Los Angeles Sheriff's Teletype System. Sheriff Tracer standing. Page Teletypes and Switchboard are shown in background. In foreground are shown tape Teletypes which are used for sending messages to the Postal Telegraph and the Western Union Telegraph Companies.*

Francisco, which purchased broadcasting equipment while "Dan" O'Brien was chief. William J. Quinn, now Chief of Police of San Francisco, is planning to immediately transform the broadcasting system of that city to a full answer-back system. He believes in the system as completely as did Chief O'Brien, who said of it:

"The intrinsic value of the teletype system to a police department cannot be overrated. One lesson in sending and another in receiving is sufficient to convince even the most skeptical of peace officers that it fills a long-felt need, and in a most efficient manner."

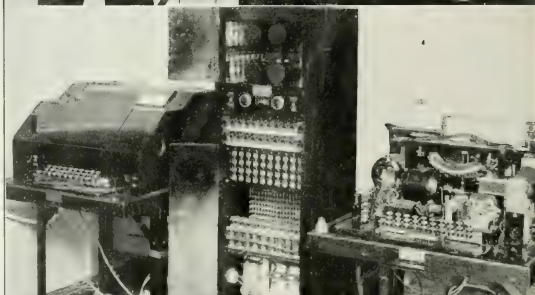
#### Sheriff Installs Teletype

The next development in the police teletype history of the Pacific Coast came when the Sheriff of Los Angeles County, William I. Traeger, installed between his central office in Los Angeles and his nine substations throughout Los Angeles County the most modern teletype system ever devised for police use up to that time. The installation as made for Sheriff Traeger was a complete answer-back and broadcasting system. Or, rather, a double system giving all the advantages of instant communication with all substations while at the same moment, on the answer-back side of the system, four of the substations may be intercommunicating with a copy of every message sent being received at the central station. This is the most flexible teletype system ever installed to this date and is in growing use daily in the department of Sheriff Traeger. By additional special equipment just installed single line spacing has been provided on all machines and C. C. Adams, in charge of the record bureau of the Sheriff's office, is completing a plan under which every communication of every sort between substations and central or between substations themselves will be handled over the teletype.

#### Advantages Obvious

The advantages of this system are obvious. It gives speed, certainty and, in addition, greatly relieves the use of telephone centrals so that communication within the department's various locations is speeded up in every particular. Sheriff Traeger is enthusiastic over the uses of his teletype system. He says:

"I do not believe it is too much to say that the use of the teletype in the Sheriff's department has increased our general efficiency at least twenty per cent. We have a very large territory to cover, most of it heavily populated. Quick action is vital to our operations. The teletype gives this action, often saving us time which means the difference between success and failure in administering the law and providing



*Teletype Receiving Machine in a Police Precinct Station, City of Los Angeles, at 1-p. These machines are being converted to transmitter receivers transforming whole system, covering headquarters, at twenty-two sub-stations to completely intercommunicate the system. Center: Teletypes and Broadcasting-Only Switchboard at the Central Police Station, Portland, Oregon. Chief of Police L. V. Jenkins plans to install additional Answer-Back Switchboard and additional Teletypes. Bottom: Los Angeles Police Department's Central Transmitting-Receiving Station at Headquarters. This system is now being transformed into a completely Answer-Back and Intercommunicating system after four years' satisfactory use as a broadcasting-only system.*

proper protection to the public. We expect to broaden our teletype activities as the needs arise. It is the most efficient aid we have found."

### California Installations

Today in California there are teletype installations in Los Angeles City, Los Angeles County and San Francisco City and County. The desirability of connecting those installations has been apparent to police officials for years. Three times the convention of the California Peace Officers' Association has urged a state-wide teletype system and at the last California legislature a bill to provide for such an installation covering twenty-six cities and towns was passed and sent to Governor Young for signature.

The Governor failed to sign the bill, but immediately thereafter announced to the press that his doing so had been no fault in the plan. He stated then that money for the system had been found in the funds of the State Motor Vehicle Department and negotiations were at once opened for the teletype installation by Frank Snook, head of the department. It is expected that within a very short time state offices for the Motor Vehicle Department will be opened in Sacramento, San Francisco, Fresno, Los Angeles and San Diego, these to be connected by teletype. It is understood that additional offices soon will be opened in San Luis Obispo and Eureka. This will provide a backbone into which the existing systems in Los Angeles and San Francisco will connect. Other cities on the line will join and within a year it is expected that practically every town of importance in California will have the advantage of instant communication with the directing heads of the State Motor Police and with the Bureau of Criminal Identification in Sacramento. This will mean cooperation. That is efficiency.

### Ideal System

Of the system, for which he has worked steadily for years, Clarence Morrill, Chief of the State Identification Bureau, said in a paper read at a state Peace Officers' Convention:

"In my opinion the teletype system is the only ideal system of police intercommunication in existence today. With the aid of the teletype system automobile thieves and bandits who operate in automobiles could be quickly picked up from one end of the state to the other and their chances of escape reduced to the minimum, but the important feature of the teletype system is that it will unify the departments throughout the state and make of the separate units a solidly organized force to combat crime and, at the same time, preserve for the municipalities

and counties their political entity. One needs but to see the system in operation to appreciate its marvelous possibilities."

### State-Wide Tie-Up

Anticipating the certainty of a state teletype system in California, plans have already been laid in many cities and counties of the state to tie onto it. A county-wide system in Alameda County, including Oakland, Berkeley and Alameda and the department of Sheriff Becker is already practically provided for San Jose, San Mateo, Burlingame, Palo Alto and Redwood City and ready to come on when a line is established to Salinas and Santa Cruz, while along the main line down the San Joaquin Valley, Stockton, Modesto, Madera, Bakersfield and other cities are planning to participate. To the north of Sacramento, Marysville, Chico, Red Bluff and Redding undoubtedly will tie in on the line which ultimately will be established to the Oregon line, and that will bring the teletype within striking distance of Roseburg, Salem and the towns of the Willamette Valley with the Portland system as a nucleus for the state. Once the system reaches and permeates Oregon the junction of Washington is sure.

### Seattle Police Department

In Seattle, Chief of Police Louis J. Forbes will include in his next budget a request for a sufficient sum to equip his department with a system similar to those of the California police and that of the Los Angeles Sheriff.

From Seattle it is but a step to the British Columbia line and extension from that point to Vancouver and the cities of the British Northwest is a certainty of the near future. It is not too much to say that the vision of Chief of Police Jenkins of Portland soon will be a reality and that the crooks of the Pacific Coast will face police departments united by teletype so that they can give the underworld and its specialists in crime a very real fight.

### State System

With the establishment of a state teletype system California will take the lead with the first big installation of the sort. There is in operation a teletype system connecting fourteen cities in Connecticut, but there the distances involved are short and operation is easy. California did not have the first installation of teletypes for police use, but the Los Angeles police installation was the second. Chicago was first. Since that time there were installed teletype systems in Portland, Ore.; San Francisco, Calif.; Los Angeles County Sheriff's department, and these were followed by Berlin, Germany; Boston, St. Louis, Cincinnati, Cleveland and New York City.

All police teletype installations to date on the Pacific Coast have been sold and installed by the Sierra Equipment Corporation, Pacific Coast representatives of the teletype corporation, which maintains offices and supply depots in Los Angeles, San Francisco and Seattle.

## City Saves Millions by Early Plans

By E. E. DUFFY

MILLIONS of dollars will be saved American cities through the expedient of planning city improvements early. This is evidenced by the experience of Akron, Ohio, which, through carefully contemplated and progressive street widening, has already saved nearly \$2,000,000.

Ten years ago Akron adopted a street widening plan calling for the eventual widening of nearly twenty miles of streets. To have widened these thoroughfares outright would have been impossible, for the total cost would have been some \$20,000,000. The plan was adopted of establishing new set-back building lines so that as buildings became obsolete and were replaced, the new structures were erected ten feet or more back from the former building line.

The two million dollar saving made

by Akron includes money saved through the avoidance of condemnation charges. Having saved this amount in ten years, the city now is going to spend roughly that amount in widening four and a half miles of an important artery.

E. A. Kemmler, chief engineer, bureau of highways, of Akron, points out that the fifty-year plan will be completed at a total cost less than half of the original estimate.

If motoring comfort is ever to be attained, planning must be done early. Motorcar needs will certainly be no less ten years from now. The saturation point of automobile ownership is not yet in sight—and if it were there is not a single town or city in the country that has anything like adequate facilities for the cars now within its gates.

# Uniform Accounting For Municipalities of Oregon in Relation to Budget Making

By C. L. KELLY

*Associate Professor of Accounting, University of Oregon*

THE Legislature of the State of Oregon meeting in 1929 provided for a Uniform System of Accounting for the Municipalities of Oregon other than for the City of Portland. This system is to be developed under the supervision of the office of the Secretary of State. It is, therefore, the duty of the Secretary of State to, if not initiate, cooperate with the various municipalities in evolving a satisfactory and efficient system. This, the Honorable Secretary, has set forth for execution for early fall.

## Purpose of Law

The purpose of the law is to secure an adequate and efficient system compatible with the motives of the governing bodies in the various local State units. The system is to be the result of well directed cooperative action and not the product of some one individual arbitrarily imposed. Local officials, it is well recognized, will not voluntarily adopt and use even the best type of system if it is handed to them in a mandatory manner.

A secondary advantage to be secured from a uniform system of accounts is a comparison between the various municipalities. While differences in local conditions are reflected in the variation in the size of local revenues and expenditures, certain valuable comparisons can be made. This is true only if the accounting in the municipalities is on the same basis. For example, if an expenditure should be classified Fire Department in one city and General City Maintenance in another, it is obvious that the City Councils of neither city could gain much by comparing their costs with the other.

## Other Advantages

Another advantage to be secured from a uniform system of accounts is that there would be an account for every type of revenue and expenditure. Attention would be directed to the omission of any revenues, a rather vicious practice of some local administrators, or to the "padding" of expenditures.

During the past years, a practice, on the part of many local administrators, has grown up of spending every

cent of the amount allocated to them and of exceeding their allotment, if possible, in order to get a still larger allotment the following year. One administrator, for example, with a rather large "lump sum" allotment employed his wife as his secretary at \$2400 per year. Perhaps, the service she rendered could have been replaced for \$500 or \$600. As a matter of fact, it is doubtful whether there was any real need for any secretarial service. A good accounting system, it is contended, will reveal practically all such wastes of public monies.

## Well Thought Out

Still another advantage to be derived from a uniform system of accounts is that it will be well thought out. It will be adequate and practical and not too complex or too simple. Supplementing and supporting it, there will be a complete code of accounts with sufficient explanations and illustrations for each and every account so that both old and new officials can proceed with their accounting work with an assurance that they are doing their work correctly. Back of all this is, of course, the idea that the records are permanent property of the State. Officials come and go.

An efficient uniform system of accounts will eliminate duplication of records. One very common example of duplication is found in the Auditor's or Bookkeeping Department and the Treasurer's Department. In one case the same bookkeeper was writing up both sets of books which were identical, and writing up receipts from one department to another for the transfer of funds. There should be one and only one complete set of books for each municipality. Any more is a needless waste of public money. There should, of course, be some system of internal check. To avoid any misunderstanding, this is for the protection of the officials on duty as well as for the public interest. This is not the place to describe such a system, but suffice it to say that it can be made more complete and effective in the larger municipalities where a specialization in the functions of officials and clerks is practical.

## Budget Making

So far nothing has been said about budget making. This is really a very simple procedure once there is a good accounting system. The estimated time to make a budget for a year for a municipality with a good accounting system is about one-half a day for each department. The mayor can, in conference with the head of a department, pass on the budget for that department, item by item, in an hour or two, provided they have before them a complete statement of the results of the past two years' operations.

## Good Accounting Is Basis

The basis of successful budget operation is good accounting. A budget is made up from past experience and future predictions. It is obvious, therefore, that there must be an accurate and complete record of past operations. Future estimates are largely based on these. Once a budget is made it becomes the working guide—the measuring stick—for the future. Each month the actual for each department is checked against the estimated and variations from the estimated must be accounted for. In this way the council and mayor can prevent overdrafts except where they may be authorized for emergencies.

Looking toward the execution of this recently enacted law, it would appear logical that the Secretary of State and the Municipalities solicit the services of accountants who have demonstrated their qualifications for handling municipal accounting problems and appoint from their own numbers those particularly qualified because of their knowledge of municipal problems.

In summary, a uniform system of accounting for municipalities would be:

1. Adequate and efficient.
2. Eliminate duplication and much waste.
3. Consolidate the accounting.
4. Afford useful financial statements.
5. Release needless officials.
6. Provide an adequate system of internal check.
7. Make budget construction and operation simple and effective.



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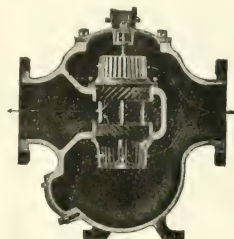
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# Sacramento's Memorial Auditorium

By A. S. DUDLEY

*Secretary-Manager, Sacramento Chamber of Commerce*



*An exterior view of Sacramento's million-dollar Memorial Auditorium*

SACRAMENTO'S Memorial Auditorium offers a splendid example of municipal architecture. Like so many of the things in California's Capital City, the Memorial Auditorium has an interesting "tie-in" with the historical past. Dreams of the Argonauts, who saw that one day a mighty city would rise at the junction where two rivers mingled the snow waters of the Sierra, are represented in this building. And fitting, too, it is built on a site at Fifteenth and Sixteenth, I and J Streets, the gift of General John A. Sutter to the city he founded and loved so well.

## Historic Site

General Sutter, in laying out the first townsite, set aside at regular intervals throughout the area certain squares which were dedicated to public use. And on this block, where stands the present auditorium, was laid the cornerstone, in October 1872, of the Mary J. Watson School—a three story brick building, the first in Sacramento.

Many of California's leading citizens look back with pride to their school days in this old school. Old timers will tell of a visit of General U. S. Grant, on which occasion Hiram W. Johnson, now United States Senator, but then a lanky boy, recited "Sheridan's Ride" with the fiery eloquence that has since brought him political fame.

Giving way at last to the city's march of progress, after more than half a century of service, the old school was razed and the cornerstone of the auditorium laid May 15, 1926.

## A Million Dollar Building

The building was dedicated, with appropriate ceremony, on February 22, 1927, to the memory of Sacramento's war heroes, with then Lieutenant-Governor Burton Fitts, a wounded veteran of the World War, making the dedicatory address. Its cost, exclusive of the site, was nearly \$1,000,000.

Few more beautiful or more perfectly equipped auditoriums are to be found anywhere in the United States

than this building, dedicated to the service of Sacramento. It is 262 feet long, 216 feet wide, with the chimes tower rising to a height of 100 feet. The dimensions of the main auditorium are 108 by 175 feet. There are no interior supports to obstruct the view, the roof being supported on two main steel trusses each 175 feet long—the longest in any public building on record.

Designed to serve a number of purposes, it differs in many features from most of the structures of this type. It not only can be used as a theater, but also for dances, conventions and other gatherings where a stage is not necessary.

## An Adjustable Floor

Most unique of these features is the movable main arena floor, 78 feet in width by 113 feet long, so arranged that the end nearest the stage can be lowered four feet to provide for theatrical seating. When so tilted, and the canvas cover and movable opera chairs

are in place, the building is a complete theater, with an orchestra pit to accommodate a seventy-piece orchestra, a mammoth stage with a proscenium arch opening of 57 feet, a stage depth of 42 feet and a scenery loft height of 73 feet.

With the floor in a level position, and the seats and cover removed, a polished maple floor, ideal for dancing, is provided. If more space is required, the orchestra space and footlight trough may be decked over with removable floor panels, thus making the entire area into one great floor 14,000 square feet in size.

Operated by means of two hydraulic jacks, the entire mechanism is remarkably simple and compact, requiring a period of only six minutes in raising or lowering the floor.

#### Seats 5000

Seating capacity in the main auditorium is 5000, while the Little Theater in one wing, and Memorial Hall in the other, will each accommodate smaller gatherings of 300 each. Twenty-one dressing rooms, equipped with hot and cold water, bath and toilet facilities, provide the utmost in modern equipment for theatrical companies, and convenient places for committee and small group meetings at conventions.

Among the more important items making up the completeness of equipment is the \$35,000 Estey Concert Organ and a \$10,000 set of Deagan chimes, provided through a campaign fostered by the War Mothers, which chime each quarter-hour, and are automatically set to play "The Star Spangled Banner" at six o'clock each evening.

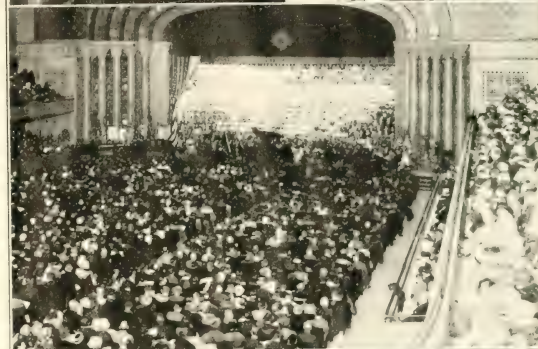
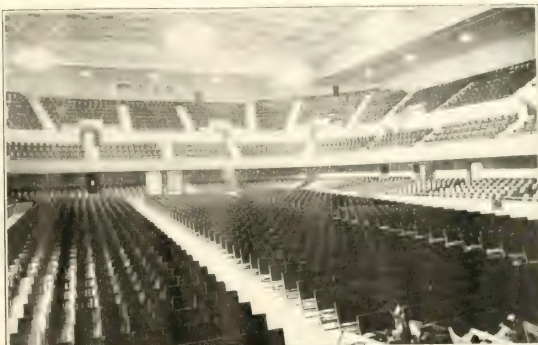
#### Music and Convention Center

The Memorial Auditorium has meant much to Sacramento's musical and artistic life. It has brought to this interior metropolis the best in grand opera. Greatest of all has been its utilization as a center for great convention gatherings, and as a direct result of the splendid facilities afforded, Sacramento has jumped into position as one of the leading convention centers of the west, rivaled in California only by San Francisco and Los Angeles.

Upwards of 20,000 convention delegates and visitors were entertained in Sacramento in 1927 and more than 19,000 in 1928. The total for 1929 will run in excess of 17,000.

**Site.**—A city square 320 feet by 340 feet, formerly a city park; estimated valuation \$288,000; ideally situated immediately adjacent to downtown business center.

**Dimensions and Cost.**—262 foot length by 216 foot width by 80 foot height main portion; (towers 100 feet); cost \$850,000 including furnishings.



Top picture: Interior view of Sacramento's Memorial Auditorium. Center: Graduating exercises in the Auditorium. Bottom: International Typewriting Contest being staged in Sacramento's Auditorium, September 29, 1928.

**Seating Capacity.**—Main Auditorium normal 5000; Little Theater 300; Memorial Hall 200.

**Committee Rooms.**—Ten 20 foot by 20 foot; five on each side of Auditorium; removable doors between rooms.

**Rentals.**—(Fixed by City Council.)

**Management.**—Auditorium department with superintendent in charge under direction of City Manager.

**Miscellaneous Details.**—Building erected by bond issue as a memorial to the men and women of Sacramento City and County who made the supreme sacrifice in the service of the United States.

**Deagan Memorial Chimes** donated by War Mothers, costing \$11,000.

**Flag poles and flags** at the front of the building donated by Sacramento Teachers' Association.

**Dimensions of main auditorium** without any interior supports are 108 feet by 175 feet.

**Width of main proscenium arch** is 57 feet.

**Roof** is supported on two main steel trusses 175 feet long, which are the longest trusses in any public building of record.

**Foundation** rests on 1100 concrete piles.

**Stage switchboard** costing \$12,500 is of the very latest design for such equipment.

**Little Theater** (at right of main entrance) is completely equipped.

**Memorial Hall** (at left of main entrance) is available as a meeting place for the service organizations, as well as small dances, banquets, committee meetings, etc.

**Main floor** of the Auditorium is 90 feet by 115 feet and is designed so it can be lowered at the stage end to provide a sloping floor when stage performances are being held, and a level floor for other uses. When floor is horizontal it is at the same elevation as the stage floor and is added to the floor area of the main arena.

**Curtain** has been provided that will separate the upper part of the balcony from the lower balcony providing a seating capacity of approximately 3000.

**Estey Organ** installed at cost of \$33,750; four manual, 84 stops, 3563 pipes.

**Enclosing curtain** of Repp flange-proof cloth artistically separates second gallery from main auditorium.

**Salient Facts.**—It is generally conceded that the erection of our auditorium was one of the most progressive moves made by the city in many years past; actually a public project against which there seems to be no antagonism or criticism. The main structure, under the efficient direction of City Manager Bottorff and able work of City Architect James S. Dean, who designed and supervised construction, was completed within bond issue. For the amount expended and the high character of workmanship secured it is without doubt an outstanding municipal accomplishment.

Its location is perfect for practically every purpose of an auditorium. It was opened Washington's Birthday, February 22, 1927, during which year eleven conventions were held and the Auditorium used 140 days and its uses rapidly increasing.

The Sacramento Municipal Auditorium as designed, located and conducted is an invaluable asset to this city, so recognized generally and stands as a monument to the men and women who made the supreme sacrifice, a tribute to the administration under whose direction it was proposed and erected as well as those citizens whose vote made possible this great asset to the city of Sacramento.

(Above facts furnished on March 24, 1928, by City Clerk H. G. Denton.)

## Portland Municipal Airport Improvements Proposed

UNDER the supervision of the Port of Portland the construction of the Portland Municipal Airport has been progressing rapidly until it has taken its place as one of the best in the United States.

Swan Island, an island in the Willamette River, with an area of 250 acres nearly in the center of the City of Portland, was the property of the Port of Portland.

As a development to the Port a new channel was dredged on the west side of the river to replace the crooked channel on the east side, and the entire island was filled to a level above high water, and a causeway built connecting it to the mainland on the east side of the river.

### Class "A" Airport

This area has been developed with a marginal road, hangars, lights and beacons and other features to make it a Class "A" Airport. The construction of an Administration Building to cost \$250,000 and now under way will add greatly to the value of the airport.

The location of the airport, since it is in the center of the City, only a ten-minute drive by automobile to the main post office, is a feature which very few airports of the country possess, and is of inestimable value to the city. However, the entrance road leading from the main highway on Greeley Street, crosses the Portland Electric Power Company tracks at grade and winds down the side hill with a narrow roadway on a steep grade to cross the two main lines and three switching tracks of the O-W. R. R. & N. Railway.

Switching operations on the railroad sometimes hold up traffic for long periods of time, and during special events at the airport the congestion of traffic at the entrance to Greeley Street is so bad that no traffic can move in either direction.

To correct this difficulty a plan was worked out by the City Engineer to furnish an entrance which would solve all the traffic problems on the present roads and give a new entrance to the airport from Interstate Avenue on the east of which is the main Pacific Highway, northbound.

### Airport Area

Briefly this project extends over a total length of 3800 feet and consists of four major subdivisions as follows:

1. The filled approach from the west

or airport side, 650 feet in length, with a grade of 5 per cent.

2. The reinforced concrete viaduct, 300 feet in length, over the O-W. R. R. & N. Company tracks, on a grade of 5 per cent.

3. The undercrossing at Greeley Street, with its circular approach on the east side to connect with the pavement of the existing street.

4. The new approach, 2400 feet in length, to the east to connect with the main Pacific Highway or Interstate Avenue.

In general the improvement calls for a 40-foot roadway paved with eight-inch reinforced concrete pavement, with one five-foot sidewalk.

### New Approach

The new approach to Interstate Avenue will be made through a gulch which is being filled by the Municipal Garbage Disposal plant as a sanitary fill. This work is not only building the foundation for the roadway, but is developing a large area for future park area, and it is proposed to park the area on both sides of this roadway, which together with a future lighting system, will make both a beautiful and a useful approach.

The total cost of this work as estimated by the City Engineer, is \$222,600, and by special agreements among the interested parties this cost has been proportioned as follows:

	Per Cent	
O-W. R. R. & N. Co.	24½	\$54,537.00
Port of Portland.....	24½	54,537.00
City of Portland.....	22	48,972.00
County of Multnomah	22	48,972.00
P. E. P. Company.....	7	15,582.00

These percentages will hold on the final construction cost.

It is proposed to have plans and specifications ready for bids by the middle of December, 1929, so that the construction work may be completed during 1930.

The Port of Portland will do the dredging of the fill for the west approach and will start this work, together with the relocation of the existing road, at once.

Plans and specifications will be prepared in the office of O. Laugaard, City Engineer, and all construction work will be under his supervision. In charge of this work will be L. G. Apperson, Chief, Bureau of Construction, and F. T. Fowler, Bridge Engineer.

# Southern California Association of City Clerks, Auditors, Assessors and Treasurers

Minutes of Meeting, Saturday, November 16, 1929  
Signal Hill, California

By RUTH E. MEILANDT, *Secretary-Treasurer*

At 11:45 a.m., members of the Southern California Association of City Clerks, Auditors, Assessors and Treasurers met at the Signal Hill City Hall, at 2120 Cherry Avenue and from there were escorted to the luncheon room at the Signal Hill School auditorium at Twenty-third and Walnut Avenue.

## Luncheon

An elaborate luncheon, arranged by George C. Cooper, City Clerk of Signal Hill, was served at the auditorium and more than 200 members and guests of the Association, representing about thirty-two cities, were in attendance. During the luncheon music was furnished by the Shell Oil Company Orchestra and Entertainers of the Production Department of Signal Hill.

Clever programs in the form of lithographed Good Will and Friendship Bonds, which were furnished through the courtesy of the Neuner Corporation by its representative, Harry B. Riley, were found at each place and they outlined the events of the day.

## Program

George C. Cooper of Signal Hill was first called upon by President Oliver Brison, and he presented Mayor W. E. Hinshaw, who welcomed the Association to Signal Hill. He told of the growth of the City, and set forth interesting facts, inviting the visitors to make themselves at home—and if they so desired to remain there. His hearty welcome was well received and President J. Oliver Brison made an able response.

The first item of business taken up was that of election of officers for the ensuing year. President Brison read to those present the section of the by-laws pertaining to the election of officers, and ballots for secret voting were passed out. George Wood, Controller, of Pasadena, addressed the Chair, stating that balloting for the new officers would take up a considerable amount of time, and he moved that the by-laws be suspended in this instance and the vote be made by acclaim. His motion was duly seconded and carried. Mr. Wood then nominated and moved that the incumbents, J. Oliver Brison as President, Victor D. McCarthy, Vice-President, and Ruth E. Meilandt, Secretary-Treasurer, retain

their offices for another term. His motion was duly seconded and carried and the Secretary was instructed to and did cast a unanimous ballot in favor of the election of the said officers.

Al Steffens gave a very unique and entertaining monologue entitled "War Experiences." Mr. Steffens was very much in evidence during all the proceedings of the meeting, and his humor added greatly to the merriment of all.

The invitation of Mrs. Bertha A. Morgan, City Clerk of Tujunga, to hold the next meeting of the organization at that city was accepted.

## Speakers

Herman A. Nater, of the Business Extension Department of the Bank of Italy at Los Angeles, was introduced by President Brison and he addressed the Association on the topic, "Two Items of Interest." He pointed out the similarity of opposites in an interesting manner, also speaking of general business conditions of today and of the present depression in the Stock Market. His talk was interspersed with humorous stories and was well received. Mr. Nater's interest in the Association was commented upon by President Brison, and he was cordially invited to attend all future meetings.

R. J. Regnier, cashier of Shell Oil Company, was next introduced. His subject as shown on the program was, "Oil Finance," but he announced a change to "Prohibition, and its effect on the Australian Bushman." As indicated by the title, his address was decidedly humorous, and consisted in the main of stories told very cleverly and well about "inebriate gentlemen" and their adventures.

## Secretary-Manager Speaks

William J. Locke, Secretary-Manager of the League of California Municipalities, was the next speaker, and in discussing his topic, "The League's New Field of Activity," he set forth the aims and objects of the League of California Municipalities and the increased service to be rendered. Mr. Locke will take over his new office as Secretary-Manager of the League on the first of the year. The talk given by Mr. Locke was very informative and he showed his versatility as a public speaker by closing his remarks with a dramatic and eloquent recita-

tion about a lady City Clerk and her lover. While the identity of the lady was questioned—Mr. Locke's ability as an elocutionist was definitely established.

President Oliver Brison presented as the next speaker, Gordon Whitnall, President of the League of California Municipalities. Mr. Whitnall spoke on "The Value of Cooperation to the Cities of Southern California," and he pointed out the great advantage of co-ordination of effort on matters of great import which concern a large district. He stated that the future of the League is dependent on the cooperation given by its members, and stressed the benefits of working together in any matter. As the time was very limited, Mr. Whitnall's talk was brief, but he was requested to attend all future meetings of the Association, and to speak again when there is ample time for his message.

## Trips

At 2:30 o'clock p.m., Lang Transportation buses took all the members and guests for a tour over the Signal Hill oil fields. Each bus was accompanied by a guide who made the trip very enjoyable by pointing out all the various places of interest and explaining them to the party. The view from the top of Signal Hill was inspiring, and it is said that on a clear day more than twenty-seven cities can be seen from that location.

After the trip to the oil fields, the caravan of city officials were escorted by the motor police of Signal Hill and Long Beach to the P. and O. docks at Long Beach Harbor, where a special boat had been chartered. With everyone aboard and comfortable and music furnished by the Shell Orchestra, a very delightful voyage around the Long Beach and Los Angeles harbor was made, and the recent and proposed harbor developments were explained. After cruising about for one and one-half hours, the party circled around the battleships lying at anchor and started back to the docks. Looking toward the West, the sun was slowly sinking into the Pacific Ocean, leaving a glorious reflection, and turning to the East a full moon was in the sky, making a most unusual but beautiful spectacle. The moonlight had its effect on the crowd, and all the way to the docks

harmonious renditions of "Sweet Adeline," "Till We Meet Again," "Aloha Oe" and many other favorites could be heard.

The boat trip marked the close of the events of the day, and everyone started back to their homes, profiting much from the pleasant and happy time given them by the City of Signal Hill.

The luncheon and boat ride were furnished by the courtesy of Shell Oil Company, General Petroleum Corporation, Richfield Oil Company, The Texas Company, Standard Oil Company, MacMillan Petroleum Corporation, Signal Oil and Gas Company, and Hancock Oil Company. An enthusi-

astic vote of appreciation was given to the City Council and City Officials of Signal Hill, George H. Cooper, City Clerk, who managed and directed the activities of the day, and to the industries who so generously made possible the wonderful entertainment.

Those in attendance at the meeting are listed as follows:

#### Alhambra

A. E. Stockburger, City Manager; Mrs. A. E. Stockburger; W. W. Nuzum, Commissioner of Finance; Charles Campbell, President City Commission; Mrs. Charles Campbell and daughter.

#### Anaheim

Charles A. Boege, City Treasurer; Mrs. Charles A. Boege; William J. Lake, City Controller; Mrs. William J. Lake; Harriet and Emma Callow, guests.

#### Arcadia

G. G. Meade, City Clerk; Mrs. G. G. Meade.

#### Bell

I. N. Vaughn, City Clerk and Judge; A. P. St. John, City Treasurer; Ethel Corwin, Deputy City Clerk; A. L. Clarkson, Mayor.

#### Burbank

F. S. Webster, City Clerk; Mrs. F. S. Webster; W. H. Stroud, Councilman; Mrs. W. H. Stroud; S. MacDonald, William E. Smith, City Treasurer; Mrs. William E. Smith, Mrs. Addie J. Jones, Assistant Deputy Clerk; Miss Florence Dunaway, guest.

#### Chino

M. L. Birnie, City Clerk.

#### Chula Vista

C. S. Timmons, City Clerk; Mrs. C. S. Timmons.

#### Compton

Mrs. Maude Hecock, City Clerk; Mrs. Daisy Ball, Assistant City Clerk; Howard C. Ball, guest; Ray Hecock, Police Department; Glen Rood, City Engineer; C. A. Dickson, Mayor; Mrs. C. A. Dickson; Mrs. Lois Shockley, Secretary to Treasurer; R. B. Hedrick, City Treasurer; Carl Shepard, Councilman.

#### Escondido

John Speer, City Clerk; Mrs. John Speer; A. F. Andreason, Tax Collector; Mrs. A. F. Andreason.

#### Glendale

Jack Albers, City Engineer; Mrs. Jack Albers.

#### Hermosa Beach

S. D. Samson, City Treasurer.

#### Huntington Park

W. P. Mahood, City Clerk; Mrs. W. P. Mahood, W. H. Boss, City

Treasurer; Mrs. W. H. Boss, W. R. Wright.

#### Inglewood

Harry R. Spaulding, City Treasurer; Mrs. Harry R. Spaulding.

#### La Verne

E. R. Blickenstaff, Councilman; Perry A. Yoder, Clerk.

#### Long Beach

J. Oliver Brison, City Clerk; Mrs. J. Oliver Brison; G. L. Buck, City Manager; H. C. Morse, City Treasurer; John G. Spielman, City Assessor; Mrs. John G. Spielman; Myrtelee L. Gunsul, Auditor; Mrs. Alice B. Saffold, Public Utilities; E. F. Rich-

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ards; Charles D. Bradley; Foster Ball; Mrs. J. W. Johnson; F. W. Brejcha, Deputy Auditor; Mrs. F. W. Brejcha; Edwin L. MacDonald, Assistant City Clerk; R. S. McGaughey, Deputy City Assessor; Cleo Brooks, Secretary to City Manager; Paul R. Eckerson, Long Beach Sun; Leah Smuck, Chief Clerk, Assessor.

#### Lynwood

Alice M. Rutter, City Treasurer.

#### Monrovia

F. A. Dupar, City Clerk; Mrs. F. A. Dupar; Annetta Monroe, City Treasurer.

#### Montebello

William H. Cook, Mayor; J. P. Walker, City Clerk; Mrs. J. P. Walker; John L. Cole, City Engineer; Mrs. John L. Cole; L. G. Herr, City Manager; Mrs. L. G. Herr; Oscar Sagel, Auditor; Mrs. Oscar Sagel.

#### Monterey Park

A. W. Langley, City Clerk; Mrs. A. W. Langley and son; E. W. Keller, Councilman; George H. Pash, Supt. of Streets; Mrs. George H. Pash.

#### Ontario

William D. Ball, Chairman Planning Committee; Austin Burt, City Service

Manager; E. H. Joeffe, City Attorney; D. B. Wynne, City Clerk; Mrs. D. B. Wynne.

#### Pasadena

George H. Wood, Controller; Miss Ruby Wood, guest.

#### Redondo Beach

C. C. Mangold, City Clerk; Mrs. C. C. Mangold.

#### San Buenaventura (Ventura)

H. R. Morris, City Assessor; Mrs. H. R. Morris and son; Floyd P. Shaw, guest; Ruth E. Meilandt, City Clerk.

#### San Fernando

Ivan A. Swartout, City Clerk.

#### Santa Ana

F. M. Robinson and wife.

#### Seal Beach

Mrs. Ollie B. Padrick, City Clerk.

#### Signal Hill

George H. Cooper, City Clerk; Mrs. George H. Cooper; Adolph Feil, Fire Chief; Mrs. Adolph Feil; Jack D. Duncan, Engineer; Edward W. McClintock, Police Department; George B. Crawford, Principal S. H. School; Mrs. Anna L. Goodyear, Treasurer; Florence H. Sterling, Justice Court



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With Southern Pacific's choice of four great routes you can go East one way, return another, linking the cities you want to visit and the natural wonders you want to see in a single journey.

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Pass. Traffic Mgr.  
San Francisco

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**ARCADY**

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WILSHIRE at RAMPART

# NON-SKID!

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Los Angeles,  
California

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ASPHALT  
for best  
results**

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lice Dept.; Charles Vandervort, Police Dept.; Lillian Fische; Myrtle Graham; Mahelle McLean; Fred V. Sawrey; A. J. Steffan; Bob Lowery; George C. Combs; Peter Gerstung; Ansel Belden; Carl Arst.

#### South Gate

F. W. Munson, City Accountant; Mrs. F. W. Munson; H. C. Peiffer, City Clerk; Mrs. H. C. Peiffer; R. N. Johnson and wife.

#### Tujunga

Earl C. Brunner, Chief of Police; Sheridan H. Smith, Councilman; Geo. M. Krone, City Judge; Harry M. Rice, Chief of Fire Dept.; Grace Rice; John O. B. Bodkin, Councilman; Bertha A.

Morgan, City Clerk; Fred I. Bodkin.

#### Special Guests

Harry B. Riley, Neuner Corporation, Long Beach; J. W. Johnson, guest, Long Beach; R. J. Regnier, Shell Oil Company, Los Angeles; C. J. S. Williamson, Chairman Planning Section League, Los Angeles; William J. Locke, Secretary-Manager, League San Francisco; Gordan Whittall, President League, Los Angeles; Herman A. Nater, Bank of Italy, Los Angeles; Mr. and Mrs. M. Bothwell, PACIFIC MUNICIPALITIES, San Francisco; Mr. and Mrs. James Tucker, U. S. C., Los Angeles; Mr. and Mrs. J. Pfiffner, U. S. C., Los Angeles.

## Jamison Joins W. T. Cleverdon Co.

Berkeley Assistant Manager and Purchasing Agent to Contact  
Municipal Field

J. H. Jamison, for the past three years Secretary of the California Association of City Managers, and Assistant City Manager and Purchasing Agent for the City of Berkeley, has resigned from both positions, effective January 1st, to become associated with the W. T. Cleverdon Company, insurance brokers in San Francisco.

#### Six Years in Berkeley

Mr. Jamison has spent more than six years with the City of Berkeley in various capacities. In addition to being Assistant City Manager and Purchasing Agent, he has had charge of budgetary control, personnel, and until recently, the Municipal Wharf and Municipal Garbage Service and Public Buildings and Grounds. Mr. Jamison has taken an active part in the California League of Municipalities' Conventions during the time he has been with the City of Berkeley, and it is to be hoped that he will maintain his interest in the League's work.

"It is with considerable regret that I leave the employ of the City of Berkeley," stated Mr. Jamison in a recent interview, "but when the opportunity came to associate myself with a firm which for thirty-five years has enjoyed an enviable reputation in the insurance field, and to have charge of their newly organized department dealing with the insurance problems of cities, counties, school districts, and other governmental agencies, I felt I could not in justice to myself, reject it.

"Under the new State law which definitely fixes the liabilities of govern-

### RESIGNS



J. H. JAMISON

mental agencies in the case of negligence, there is still a great opportunity to be of service to cities in aiding them in securing the best forms of contracts, and rates, and I shall devote all my energy to this end. It is with a great deal of joy that I look forward to seeing my many friends in the various California cities more frequently than formerly, which was usually once a year at the California League of Municipalities' Conventions."

### A STUDY OF POLICE DEPARTMENTS

A VALUABLE survey of the personnel, salary, and working conditions in police departments in cities of over 30,000 population, by Lorna L. Lewis, has recently been published by the Municipal Information Bureau of the University of Wisconsin Extension Division. The report is based on data gathered from a questionnaire sent to the chiefs of police of 247 cities in the United States.

#### Scope of Study

The questionnaire was divided into six parts. The questions in Part I asked for the personnel and salaries of the department from the chief to patrolmen, policewoman, police matrons and clerks. The second group of questions summarized working conditions—how recruits are obtained, how promotions are made, merit systems, hours on duty daily, vacation on pay, sick leave on pay, whether or not uniforms are furnished and related questions. In Part III pensions—the percentage of salary paid on retirement, provisions for sickness, injury, disability, percentage of monthly salary held, age of retirement and years of service—are tabulated. Part IV concerned motor equipment. The personnel and salaries of the detective bureau and records and practices in the bureau of identification and records are included in Part V. An opportunity was given in Part VI to list the other special branches in each particular department.

Replies received from 209 cities and the information compiled and results tabulated. For comparative purposes the cities were grouped in the following manner: Group I, cities over 500,000 population; Group II, cities 300,000 to 500,000 population; Group III, cities from 100,000 to 300,000 population; Group IV, cities from 50,000 to 100,000 population; and Group V, cities from 30,000 to 50,000 population.



# President's Page

by G. Gordon Whitnall, President

AS THIS reaches you, the League of California Municipalities will have launched into its existence under the new plan of a permanent office and a full time Secretary-Manager. The California League stands preëminent among similar leagues of the country. The service that it will be possible to render under the new arrangement should widen the gap between the California League and its nearest competitor as wide as the continent itself.

There can be no serious criticism of one who makes a mistake. To make the same mistake twice, however, is unpardonable. It is not much better to repeat a mistake that somebody else has made. It is surprising how year after year cities through the country keep repeating each other's mistakes. When this occurs in the State of California, it is especially reprehensible. The purpose of the League of California Municipalities is to make the experiences of all cities the experience of each. To make this possibility a reality, is the ambition of this year's administration.

The task of making the League an efficient and effective clearing house is beyond the ability of a mere President. It is even beyond the power of a most excellent Board of Directors such as the one that controls the destiny of the League this year. An organization such as ours is much like a clock—the pendulum must swing in both directions else the clock stops. The pendulum of the League on its swing inward brings to it the experiences of its member cities, and in facts of the world. On its outward swing, it broadcasts its information to those who may need it.

Use the League, share your experiences, give of your own and take of the others.

On November 27, Governor Young addressed the Mayor of every city in California, calling their attention to President Hoover's most unique and equally meritorious program in dealing with the present national economic condition.

## GORDON WHITNALL

*Born in Milwaukee, Wisconsin in 1888. Attended the University of Wisconsin, specializing in elective studies in Political Economy and Forestry. Established residence in Los Angeles in 1910. Organized City Planning Association in 1913. Associated with the Bond Department of the City Treasurer's office in 1915. Attended the first League of Municipalities meeting in Oakland in 1915. A member of the Annexation Commission of Los Angeles in 1916. Secretary of that Commission 1917-1918. Joined the Efficiency Department of the city of Los Angeles in 1918. Assumed the direction of the newly created City Planning Department of the city of Los Angeles in 1920 and has directed that work to date. Consultant to the cities of Whittier, Venice, Inglewood, Sierra Madre, Monrovia, Arcadia and Fresno. Lecturer on "City Planning" at the University of Southern California. A member of the American City Planning Institute. Past member Board of Governors, National Conference on City Planning. A member of the Advisory Council of the City Planning Foundation of America. Vice-President of the Insurance Plan Building and Loan Association, Los Angeles. Trustee, Diversified Real Estate Investments, Los Angeles. Elected President of the League of California Municipalities in 1929.*

Apparently, many executives acted immediately; some, however, delayed their returns. The value of Governor Young's move to aid our President's program is dependent largely upon the unanimity with which our cities respond. It was our Mayors who were addressed, that does not mean that our City Engineers, Councilmen or Attorneys and any other official are not equally obligated to see to it that their

city is properly and promptly represented.

It seems patent that it is not the intent of President Hoover, nor the purpose of Governor Young in so excellently supporting the President's program, to urge or even suggest a prodigal expenditure of either public or private funds. It so happens, however, that many communities have outlined a program of development, and have actually set aside the necessary funds. Legal red tape and other causes of delay, have sometimes deferred such work being actually accomplished. This program as the writer views it, involves only taking stock of our resources, discovering what is already available and putting these amounts to work immediately. It does not mean the expenditure of one cent that would not or should not otherwise be spent. It does mean, that every cent that is available and that is lying dormant, shall be put to use.

It hardly seems necessary to urge immediate attention to the request of our President and of our Governor. They are but proposing a program which is really our problem as cities, and the least we can do is to add our bit to the constructive program.

## TRADE BULLETINS

General Electric Company, Schnectady, N. Y.

GEA-876C—Type WD-400A Arc Welder; belt or motor drive, stationary or portable; self-excited, variable-voltage, single operator. GEA-1009A—General Electric Type WD-300A Arc Welder; welding current independent of local power limitations. GEA-752A—Direct-Current Motors, Type BD; constant speed, adjustable speed. GEA-571C—GE Arc-Welding Accessories. GEA-724B—Totally Enclosed, Fan-Cooled Squirrel-Cage Motors, "900 Series" Frames, continuous duty—55 Deg. C. GEA-416B—CR 7051 Automatic Starting Compensators for Squirrel-Cage Induction Motors; two and three-phase.

Sullivan Machinery Company, Chicago, Illinois.

A bulletin descriptive of the part played by Sullivan air power equipment in construction of the Cascade tunnel on the Great Northern Railroad.

# A Permanent Street of Concrete

One of the interesting outlying developments in Los Angeles is that of the Leimert Park Subdivision. View at right is West 43rd St.



Where the ultimate traffic needs of an important street may necessitate widening, a central parkway makes practical provision for the future. The scene above is of 8th Avenue near West 43rd Street, in the Leimert Park Subdivision at Los Angeles.

THE rigid, lasting qualities of concrete are never more definitely proven than where it forms the paving for streets and highways. Year after year, it maintains its smooth and attractive surface, free from the effects of the elements or the traffic.

It is impervious to the hot beating sun of mid-day summer. Ruts and grooves are foreign to it. It is *safe*! Even in wet weather rubber tires hold securely on its rigid, gritty surface. It is naturally clean—and permanently beautiful.

In ever-widening areas of new real estate developments portland cement concrete is being favored for street paving. And it is contributing noticeably to more stable investments and income-producing property.

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PAVEMENTS ✓ CITY PLANNING  
REPORTS ✓ IRRIGATION

219 Anderson Building  
SAN BERNARDINO, CALIF.

**I**T IS with gratification that we announce that Mr. J. H. Jamison, formerly Assistant City Manager and Purchasing Agent for the City of Berkeley, has become associated with our firm.

Mr. Jamison will have charge of our new department organized especially to Purchasing Agent for the City of Berkeley, has become associated with our firm.

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INSURANCE BROKERS  
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FIFE BUILDING

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HOLLOW TILE FIRE PROOFING  
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2. Central Gram. Sch., Alhambra, Pasadena. Yard surfaced with Gilmore Roadamite Asphaltic Road Oil. Work completed under contract with a particular specification.

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LOS ANGELES



# GILMORE

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# ASPHALTIC OIL



# Secretary's Page,

*by Wm. J. Locke, Executive Secretary*

## A NEW ERA

Commencing January 1, 1930, the secretary-manager and his assistant will devote all their time to the service of the league and its member cities, maintaining a headquarters in the Grant Building, San Francisco.

Plans for future activities involve a program including the following: Election proceedings for cities of the sixth class; competitive essay contests on municipal government and city planning; establishing, with the aid of the university, correspondence courses for administrative officers; establishing branch organizations of city officials in those parts of the state where such branches are not being maintained; issuing a new edition of the handbook; preparing model ordinances on matters relating to such subjects as milk, traffic, plumbing, planning, zoning, set-back lines, radio interference, removal of weeds, etc. Demand for further and additional services will undoubtedly arise from time to time, and such demands will be met and satisfied. In the meantime, there is no doubt but that before the next convention rolls around the wisdom of employing a full time staff will have been fully demonstrated.

In accordance with the requirements of our new constitution the proceedings of the Oakland convention have been placed in the hands of the printer, and will probably be ready for distribution in book form at an early date.

The papers of the various departments were first carefully checked over and edited by the respective department heads. It was pleasing to note that the city planners, health officers and city attorneys kept full and complete records of their proceedings, and it is hoped that in the future it will be found possible to have a stenographic report of the interesting discussions which invariably follow the presentation of every formal paper, including those submitted in each department as well as the main body.

However, despite the lack of a stenographic reporter for the departmental meetings, the records kept were quite full and complete, and will necessitate the publication of a much larger book than originally anticipated, and will cost somewhat more than the original estimate. Nevertheless, it is assumed that the municipalities and individuals who have sent in subscriptions will want a copy of the book notwithstanding that fact, as every address or paper presented to the convention was of the greatest interest and importance to municipalities and their officials.

Those who have not yet ordered copies of the proceedings are requested to do so without delay. They will undoubtedly prove to be of inestimable value; so much, in fact, that we may well paraphrase the supposed remark of an up-to-date salesman who declared that "the value of the article would be remembered long after the price was forgotten."

The question is now under consideration of taking advantage of the kind offer recently extended by the University of California to provide a headquarters for the league on the campus at Berkeley, and something in this regard will probably be done within the coming year. Professor May, who has always manifested great interest in the league and its work is about to make a hurried trip to Europe, and it has been thought best to defer the making of any definite arrangements until his return. He is expected back some time in March. It will be necessary also to give some consideration to that other new provision of our constitution which calls for the maintenance of a branch office in southern California.

In the early part of next year, April 14th to be exact, 223 cities of the sixth class will hold a regular municipal election to fill the offices of clerk, treasurer and members of the city council. In that connection the secretary-manager proposes to publish and distribute free of charge forms for the various legal proceedings necessary to be taken in connection with this election, including the notice of election, nomination papers, affidavits and

resolutions, together with complete instructions. These forms will be sent out from the league headquarters to all clerks of sixth class cities shortly after the first of the year.

Mr. John J. Lynch, the genial city clerk of San Jose, has sent out a call to the clerks, auditors, assessors and treasurers of all cities and towns in the San Francisco Bay region requesting them to attend a meeting in the council chamber of the city hall at San Jose, Friday morning, December 27, at 9 o'clock, to consider the proposition of forming a branch organization of the league similar to the one which is being so successfully maintained in southern California.

City officials of the bay region are commencing to realize that their fellow-officials in southern California, by reason of their organization, are attracting public interest to their work and convincing the citizens and taxpayers that it is good policy to retain experienced and qualified officials in office, thereby securing greater efficiency and economy and more general satisfaction all around.

A periodical meeting of these branch organizations about every two months, with one good enthusiastic address on some timely subject of municipal concern, is sure to be productive of much good. Besides this, the social feature of these meetings is of considerable value. Let us hope that the northern organization will prove as successful as the one maintained by our friends in southern California.

A case is now pending in the justice's court of Madera County wherein a defendant is charged with violating the speed limitations of the vehicle act. The arrest was made by a traffic officer of the city of Madera. It is understood that the main defense, or perhaps the only defense offered, will be based on the ground that the arresting officer was not using a white car at the time the arrest was made.

A question has been raised as to the validity of this provision of the act and Mr. John J. Coghlan, City Attorney of Madera, has been authorized to take the question up with other city

attorneys with the idea of testing its validity in the higher courts. That portion of the vehicle act which is involved is Section 155, as amended in 1929, which amendment provides that no officer using an automobile shall be qualified to testify as a witness in any arrest involving speed violation unless, at the time of making such arrest, the automobile was painted a distinctive color as required by the provision of the motor vehicle department. The motor vehicle department has ordered all such automobiles to be painted white, and in the present case this requirement was not complied with.

The City Attorney of Madera makes the point that this provision of the law is special legislation and not founded on any valid reason, and thereby violates a number of constitutional provisions.

On the other hand, the requirement will probably be defended on the ground that if not so painted an operator may be deceived into thinking that he was being held up by highwaymen and that there was the same justification for requiring a distinctively colored car as requiring a distinctive uniform.

Still another question has been raised in Pittsburgh respecting certain amendments to Section 120 of the motor vehicle act. The City of Pitts-

burg employs a policeman in traffic duty who rides his own motorcycle, and Section 120 forbids all persons from violating the speed limit except those using "authorized emergency vehicles as defined in this act"; while Section 8½ limits "authorized emergency vehicles" to those that are publicly owned and operated. There are many cities in the state, large and small, where the traffic officers are required to furnish their own motorcycles. To say that such officers will not be authorized to enforce the speed limitations would seem to be carrying things pretty far, and it is doubtful if the courts will be inclined to uphold this kind of legislation.

### BERKELEY'S CENTRALIZED PURCHASING

(Continued from Page 518)

as to quality, size, etc., specifications for practically everything bought by the City of Berkeley have been developed, so that each bidder knows he is bidding on exactly the same product that the other bidders are. This also eliminates the question which sometimes arises when there is a considerable difference in bids as to whether or not all of the bidders have bid on the same quality of product. In the purchase of materials and supplies which cost more than \$500 for the amount used in any one fiscal year, it is necessary to advertise for bids. Such materials are gasoline, lubricating oil, sand and gravel, cement, electric lamps, etc.

In every case where possible the specifications worked out and adopted by the United States Bureau of Standards are used. On or before a specified date the bidder must submit to the City Clerk in a sealed envelope his proposal, accompanied by a check for the amount of 10 per cent of the value of his bid,

to guarantee satisfactory compliance in the event he is awarded the business. These bids are opened by the Clerk in the Presence of the City Council and the bidders. The Charter also provides that the Council must award to the lowest responsible bidder. Standard specifications and tests of the material coupled with an investigation of the financial standing of the bidder makes it easy to comply with this Charter provision.

At the beginning of each fiscal year, every department is required to submit to the purchasing office a list of the materials and supplies that are needed for the ensuing twelve months. These lists are tabulated and purchases are made in wholesale quantities at wholesale prices.

During the twelve month period which closed June 30, last, a total of \$183,000 was spent by the City of Berkeley for materials and supplies. Of this amount, \$75,500 was on contracts awarded by the City Council for purchases amounting to \$500 or more. \$36,400 went for commodities unavailable in Berkeley. Out of a total amount of \$70,900 which was spent for supplies and materials and which were available in Berkeley, 60 per cent, or \$42,000 was spent with Berkeley merchants. That the entire amount of \$70,900 was not spent with Berkeley merchants was due to the fact that the city purchased from wholesalers or jobbers at established list prices, buying as cheaply as local firms could, and saving time by direct buying.

Although many companies have discontinued the practice of allowing discounts, the city, by prompt payment of bills, received 825 discounts totaling \$819, or an average of 99½ cents on each purchase.

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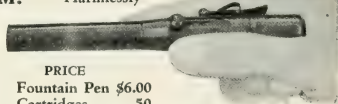
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Hand, Horse and Power Lawn Mowers, Sweepers,  
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PARK BENCHES in various Styles and Sizes.

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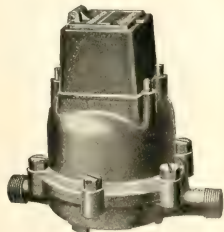
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shown here, is a disc type—the best disc meter at any price. All bronze construction, reinforced conical disc, straight-reading register, either open or closed intermediate, as you prefer. NASH Meters are

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They are carefully designed for long, hard service. They are stoutly built, and exceptionally easy to take apart for inspection or cleaning. Made in both frost and non-frost models.

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Municipal Accounting*

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*"Dad" Mason broadcasting*

## WHO BUILDS THE HIGHWAYS?

JUDGING from the publicity given to the highway construction program of the State of California it is not unlikely that the average citizen is under the impression that the State is the principal agency in providing public highways. Therefore it may not be out of place to give a few figures that will throw a little different light on the subject.

Referring to the last printed report of the State Controller covering the year 1928, we find that the expenditures of municipalities for highway construction, maintenance, etc., was in excess of \$30,000,000. This does not include construction of highways paid for by special assessment, for which no figures are obtainable, but which undoubtedly amount to many millions more. The expenditures of all of the counties of the State for the same purpose was a little over \$28,000,000. The State's expenditures were less than \$20,000,000 of which a part was contributed by the Federal government.

These figures put a little different face on the story, and when we consider the fact that approximately four-fifths of the State's highway funds and a large part of the money expended by the several counties are actually contributed by municipalities and their inhabitants, it cannot be charged that the cities are not doing their full duty in providing transportation facilities for the public.

## Manager Rolison Surprised

A short time ago City Manager Rolison, of Redwood City, received a surprise. In his mail one morning he received a letter enclosing a check for \$5,000 to be used for the construction of an Animal Pound (or home) in the city named. The donor, Mrs. M. D. Courtney, knew no one in Redwood City except Mr. Rolison, but she had heard that the city needed such an institution; hence the gift. Besides she had been a lover of animals and sincerely wanted to improve their condi-

tion. It was a very kindly act and should be recorded. With becoming modesty the giver did not desire the fact to be broadcasted and this publicity is not for the purpose of bestowing laudations, but to incite others to make similar gifts. No doubt that there are many others who have the inclination to make contributions for public purposes but who do not know the precise purposes for which such gifts should be made. It might not be a bad idea to create some sort of an organization, or foundation, to receive such gifts or bequests and provide a means for their administration.

## A Model City Vault

This may not be a very important item, but it is something in the way of an innovation and I have a fondness for innovations. I was in Pasadena a few weeks ago and Miss Bessie Chamberlain, the City Clerk, showed me the new city vault with a commendable display of pride. Now as everyone knows, the ordinary vault is a place of gloom, with a musty atmosphere, usually with cobwebs festooned around and sometimes a lot of litter scattered promiscuously about. But this vault was brilliantly illuminated, spotlessly clean, roomy, well ventilated and its contents were most orderly arranged. It was a really delightful place and I don't wonder that it was a source of pride.

## An Acknowledgment

While I am speaking of Pasadena, I want to express my appreciation of the kindness of the other city officials of Pasadena whom I met during my day's visit. Everyone seemed eager to show me around and believe me, I saw lots of wonderful things—the City Hall, the sewage disposal works, garbage disposal systems, lighting works, parks, golf links, the famous Rose Bowl, the emergency hospital, the tree nursery, and my memory fails me when I try to recall everything. Mr. Wood's system of accounting impressed me and Assessor Cheshire seemed to know his onions, and to Mr. Orbison, the City Manager, I owe much for the line of useful information which I acquired during my brief visit to the City of Infinite Delight.

## An Ineffectual Referendum

The futility of settling technical questions through a referendum has never been more completely illustrated than the recent vote in San Francisco on questions of garbage disposal. As to the best method of disposing of a city's wastes, even the experts, those most familiar with the subject, differ in their opinions; then how can the mass of voters decide the question intelligently? Here is what voters decided in San Francisco: 1. That all garbage must be incinerated. 2. That the city should not acquire an incinerator. 3. No private individual or concern should be granted the right to incinerate garbage. 4. That the city should not collect garbage. Now what is the city to do? Here is a clear-cut declaration of "you must and you mustn't."

## The Prosperity Program

The proposal of President Hoover to mobilize industry to promote prosperity is one that appeals to all and the promptness with which President Whittall, of the League of California Municipalities, tendered the coöperation of this organization in furthering the movement, is extremely commendable. An industrial program for the cities with a view of minimizing unemployment and stimulating the general prosperity is clearly a city function coming within the definition of the city's powers to "promote the general welfare."

## Announcement

The next annual convention of the International Association of City Managers will be held in San Francisco next year. That promises to be an event worth attending and we should prepare to give those managers thus assembled a sample of California hospitality and an exhibition of California's municipal accomplishments. Move that a reception committee be appointed.

## BULLETIN

Department of Commerce, Washington, D. C.  
Code for Protection Against Lightning.  
Miscellaneous publication of the Bureau of Standards, No. 92.



# The value of a good reputation

OFTEN intangible assets are overlooked by a manufacturer even though it is very evident that the public is guided almost wholly by such appeals as fairness, sincerity and good reputation.

But these assets do not come easily. They cannot be bought or borrowed. They do not exist in iron, steel, or machines, but in the soul of the organization itself. Thirteen years ago L. H. Bill insured the good reputation of Fageol trucks and Safety Coaches by setting a standard, known as the "Bill Principle of Manufacture." To this ideal, zealously followed, we attribute Fageol's intangible

assets. When buyers say that the name Fageol on a truck is sufficient proof that it is all it should be, surely our efforts have not been in vain.

It would have been easy over these years to compromise with low price or get the substitution habit; but the "Bill Principle" has become an unchanging law.

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